

ATLANTIC FISHERMAN

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VOL. XIII

APRIL, 1932

No. 3



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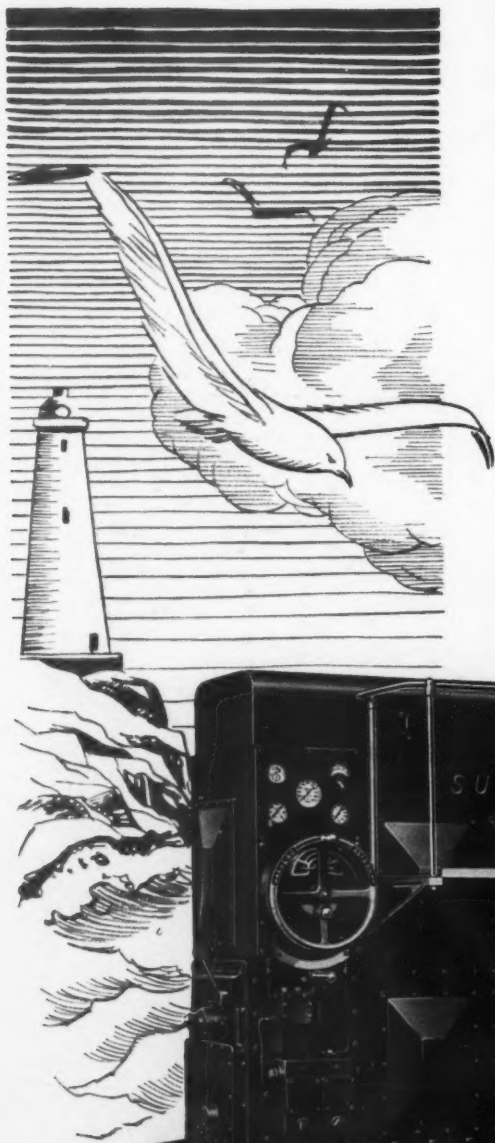


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New Harbor, Maine

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for "AMCO" rope, as follows:

New Harbor, Maine
February 10, 1932.

American Manufacturing Company
Noble & West Streets
Brooklyn, New York

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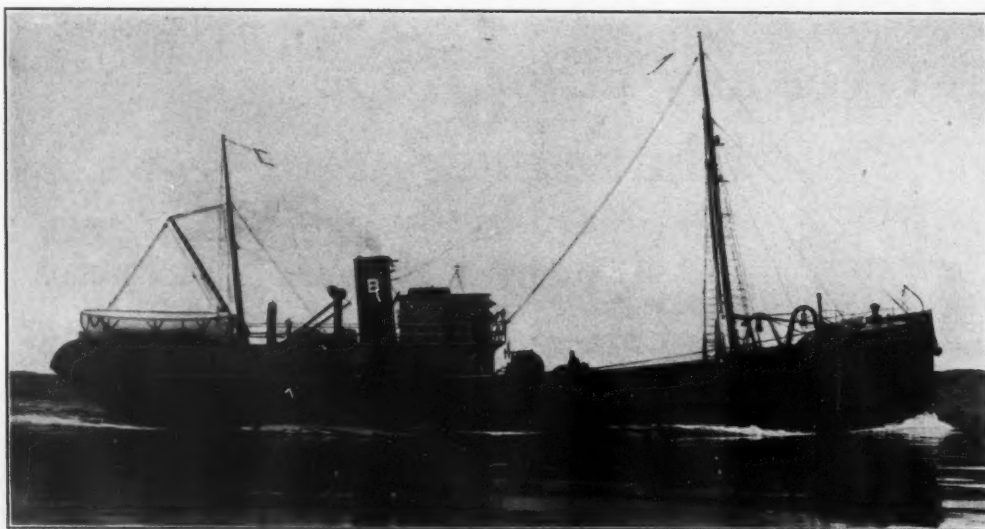
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*William E. Westerbeke,
Vice-President.*



*J. Lawrence Alphen,
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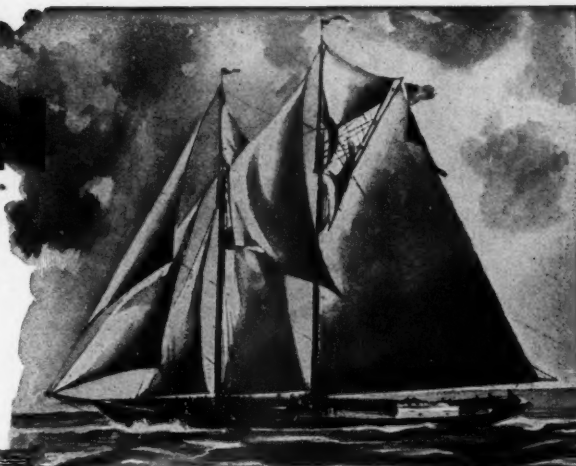
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The Massachusetts Fisheries Association is Rehabilitated Big Gathering Gives Impetus to Renewed Program of Activity

Enthusiastic Meeting Held in Boston, March 24

WHEN the new President of the Massachusetts Fisheries Association, A. L. Parker, sent out his notice of the Dinner Meeting held at the Boston Chamber of Commerce March 24 at 6 P.M., he requested everyone directly or indirectly connected with the fishing industry to be present in support of the Association and to make his endeavors effective in doing the best possible work for the fishing industry. His invitation was taken literally as evidenced by the fact that the meeting proved to be the most largely attended in the history of the Association. And there was no doubt that those present wanted to make the Association a definite factor in the protection and progress of the industry. It was a case of unanimously rallying to the call of the President.

Pledges of membership and financial support were expressed by those present to the extent of making the meeting's spirit of cooperation 100%.

Addresses by A. L. Parker, President; William E. Westerbeke, Vice-President; J. Lawrence Alphen, Treasurer; Perley P. Ray, Secretary, and E. H. Cooley, Manager, went into detail regarding the operation and functions of the Association, and talks by William H. Raye and Gardner Poole, of the General Seafoods Corp., set aside all doubts as to the benefit of the Association to the industry and those engaged in it. Speeches of interest and encouragement were made by Charles G. Cooper of the Cooper-Bessemer Corp., and Zenas A. Howes, Massachusetts Shellfisheries Commissioner.

The trade press was represented by P. G. Lamson and Leon F. Thompson of the ATLANTIC FISHERMAN.

Announcement was made of the Annual Ladies' Night Dinner and Dance which will be held Saturday evening, April 16, at the Copley-Plaza Hotel, Boston. Reception 5 to 6 P.M. Dinner promptly at 6 o'clock. Tickets \$4.00 for each person. Tables seating 10 persons each will be reserved for groups desiring to be seated together. Tickets are available from the committee, or telephone Mr. Cooley at Liberty 4688 for reservations.

E. H. Cooley came into the fishing industry February 1, 1926, as advertising manager of the United States Fisheries Association with headquarters in New York City.

Frank D. Fant of Jacksonville, Florida, was then President of that Association and was directly in charge of an

advertising campaign. The industry believed that it had pledged itself to an appropriation of some \$150,000 or \$200,000.

Mr. Cooley found that this fund could not be collected as had been anticipated, and so, at the instruction of the committee, went the rounds of the various fishing ports and distributing centers, visiting the members of the Association and collecting funds.

During the first year much publicity was carried on and preparations were made for the issuance of an authoritative recipe book covering the products of the industry.

The total funds collected were insufficient to carry on an advertising campaign—hence the committee at Mr. Cooley's suggestion, devoted the money almost entirely towards securing publicity. Over \$200,000 worth of space was secured in well-known magazines and newspapers throughout the United States.

Trips into the oyster industry were planned for many of our leading food authorities. Editors of women's magazines were taken through the canning, filleting and processing plants of the industry. The truth about the industry once in their hands became excellent material for the reader.

Leading advertising experts in the country have again and again praised the work done by this committee since undoubtedly it built a foundation from which many, many thousands of dollars have returned to the industry in profits. It broadened the market away beyond what would have been the case in a similar time without this help.

The Association, because of lack of support and understanding of what had been done, was unable to continue the campaign. When Mr. Cooley was released on November 30, 1927, he was immediately engaged by the Massachusetts Fisheries Association to take charge of that office where he continues at the present time.

During his stay with this Association it has grown from an infant to become what is commonly known as the strongest fisheries organization in the United States today. Its record is such that no one can doubt the wisdom of its being continued, and that more and more power be given to its officers. It is freely predicted almost nationally that the Massachusetts Fisheries Association could well become the center of the industry.

The Massachusetts Fisheries Association established a record in New England on the matter of tariff during the preparation of the 1930 tariff law, when the fishing industry was the only one in New England to secure 100% of what they went after. This result was only accomplished because of the method in which the battle was fought, and it was fought against great opposition.

One item in that schedule alone saves the trawling section of the fishing industry over \$500,000 per year, and when one considers the condition of the producer today it is not difficult to see how valuable the Association has been, for surely the producers would be bankrupt if they were penalized an additional \$500,000 in their operating costs for 1931.

In mentioning the savings on otter trawls it must not be forgotten that far more money was saved by adequately protecting our production in general.

In addition to this the Association has carried on valuable publicity of many kinds. It is on the radio every week—sometimes several times a week. It has rendered valuable assistance to the industry in regard to freight rates.

At the present time the fishing industry is more seriously threatened than ever before, and this because of the frantic scramble to balance the budget, in the doing of which they may decidedly put the fishing industry out of balance.

The Association has secured a study by the tariff Commission of the competing imports illustrated by Japanese frozen swordfish which are available in our present market at less than one-half the cost of producing them here. When the next tariff bill is under consideration we will therefore have definite facts and figures relative to cost, and thus will be enabled to support our request for an adequate tariff to enable the swordfishermen to continue in business.

Perhaps very few people realize the seriousness of this Japanese entry of swordfish—yet the same must be carefully handled, for if we should put an embargo on it in Massachusetts it would simply mean that New York would take our markets for swordfish and, therefore, our only redress rests through a tariff to protect our industry.

The Association has secured for its members, and had available for several years, a policy which really protects the boat owner. This policy is written to cover the hazards of the sea as no other policy ever has. This in itself has saved thousands of dollars to the industry, but could well have saved hundreds of thousands, if the boat owners would become interested therein.

Mr. Cooley saw the enormous losses that were caused in the industry by inefficient purchasing methods. Developing this idea he engineered the formation of the Federated Fishing Boats of America. This Federation has enabled the fishermen to greatly benefit and it has created much comment because the benefits which have been reaped to the industry have accrued to the fishermen as well as to the boat owner.

Because of the services rendered to the industry and of the serious threats against the industry, the officers of the Association have never been more busy, and during this year 1932 more history will be written which we predict will cause even more recognition of the Association's work.

B. C. Collins, proprietor of the J. A. Stubbs Co., Fish Pier, Boston, shellfish dealer, states that the Massachusetts Fisheries Association has recently done some wonderful work on the Recodification of Marine Fishery Laws. A Recess Commission was appointed two years ago, and House Bill No. 1230 is now before the Legislature. Mr. Cooley, representing the shellfish industry at a hearing in the State House March 21st, suggested various amendments to the Bill explaining the reason for such amendments, and clearly demonstrated that the shellfish industry as a whole was interested in cooperating in every possible way with the U. S. authorities to provide the very finest products at the most reasonable prices, there being no limit to the quantity of shellfish that can be produced to the benefit of the citizens of Massachusetts if the laws are proper and adequate.

Gloucester Mackerel Seining Fleet This Year Largest in History

By E. A. Goodick

GOOD news from the Southward came on March 7th when Benjamin Curcuro of the Producers Fish Co. received a telegram from Capt. Joe Cotoni, of the dragger *Hoop-la*, fishing out of Virginia, that two large mackerel were being sent to Gloucester by express. The fish represented a part of a small catch taken in the drag of the *Hoop-la* on the 7th.

The first arrival from the Southward was reported on March 15, when the *Jennie and Julia*, one of the fleet of Italian draggers, arrived with a fare of fish caught in Southern waters. The *Jennie and Julia* then fitted for seining. Several of the boats fishing off the Virginia coast at that time went to Cape May and remained there until boats from this port brought down their seine boats and seines, while others returned to fit for fishing.

Reports from the Southward on March 31st stated that 16 mackerel weighing about a half-pound each were caught on the 28th by the dragger *Salvatore*, Capt. Vito Lucretio. The fish, together with some scup, were sent to Capt. Peter Favazza, and arrived here on the 30th in good condition.

The schooner *Catherine Burke*, Capt. Alonzo Smith, was reported to be the first of the fleet to make a move in the direction of Southern fishing.

The Southern mackerel fleet of seiners this Spring numbered 62 on April 2nd, and is the largest local fleet to engage in the Southern mackerel fisheries in the history of the city's existence as a fishing port.

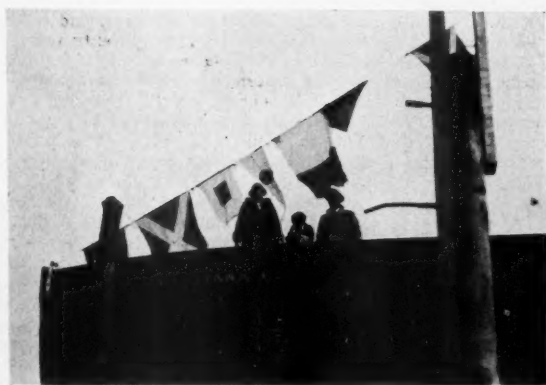
Capt. John A. Dahlmar made good his intentions of being the first skipper to sail a seiner to the Southward this season, and by his departure in the *Orion* on April 2nd, the seining season of 1932 was officially opened. The *Orion* had been ready to sail since Thursday, March 31st, but fishermen's superstition against sailing on Friday made it necessary for the craft to wait until the 2nd.

In the afternoon of the same day, the *Mary F. Curtis*, Capt. David Keating, sailed, and that night the Italian seiners *Natale II* and *Capt. Drum*, got away.

Among the first vessels that sailed last year on April 1st were the *Nova Julia*, Capt. Leo Favalaro, and the *Linta*, Capt. Jos. Fronterio.

Several additions to the fleet are noted this year. Three of them are new vessels just out of the yards at Essex. Others are craft which have been South dragging, or which formerly followed the netting game.

The list which will comprise the Southern seining fleet is as follows: *Angie and Vence*, Capt. Matt Mocerri; *Annie and Mary*, Capt. Colin Powers; *Angie and Florence*, Capt. Serafina Pallazola; *Antonio*, Capt. Jack Barbara; *Antonina*, Capt. Benjamin Randazza; *Alice and Mildred*, Capt. Ambrose Fleet; *Alvan T. Fuller*, Capt. Joseph Leavitt; *Babe Sears*, Capt. Joseph Sears; *Bethulia*, Capt. Joseph Curcuro; *Col. Lindbergh*, Capt. Harry Clattenburg; *Capt. Drum*, Capt. Tony Orlando; *Catherine Burke*, Capt. Alonzo Smith; *Carlo and Vence*, Capt. Benjamin Favazza; *Eleanor*, Capt. Richard Merchant; *Florence K.*, Capt. Ralph Webber; *Frank W. Wilkisson*, Capt. Albert Williams; *Fannie Powell*, Capt. Charles Favazza; *Fannie F. Hickey*, Capt. John Peno; *Herbert Parker*, Capt. Wallace Parsons; *Hoop-la*, Capt. Joseph Cotoni; *Inoa*, Capt. Joseph Ciametaro; *Jackie B.*, Capt. Stephen Post; *Josephine and Mary*, Capt. Joseph Pallazola; *Jennie and Julia*, Capt. Paul Seola; *Josephine and Margaret*, Capt. Peter Meone; *Leretha*, Capt. John Morash; *Linta*, Capt. Joseph Fronterio; *Mary F. Curtis*, Capt. David Keating; *Marietta and Mary*, Capt. Sam Giamaneo; *Margaret D.*, Capt. John Suta; *Nova Julia*, Capt. Leo Favalaro; *Nyoda*, Capt. Howard Tobey; *Natale II*, Capt. Tony Linquata; *Orion*, Capt. John Dahlmar; *Old Glory*, Capt. Frank Foote; *Paolina*, Capt. Joe Fronterio; *Rose and Lucy*, Capt. Philip Parisi; *Rose Marie*, Capt. Tom Seola; *Ramona*, Capt. Lyman Thorburn; *Ruth Lucille*, Capt.



Capt. and Mrs. Chianciola of Gloucester, Mass., with their daughter, just before the launching of the "Sebastiana C." at James'. She is captained by Charles Nelson and is equipped with a 150-180 h.p. Wolverine engine; Fairbanks-Morse generator and deck hoist; Columbian propeller; Stoddart steerer; Ritchie compass; Plymouth rope; Marine Household range; Thos. Laughlin marine hardware; Philco heavy duty marine batteries; American LaFrance and Foamite Corp. fire guns; Boston-Lockport blocks furnished by Capt. William Lafond.



The launching at Story's Yard, of the "St. Rita", now the "Grace F.", Capt. Frank Favaloro of Gloucester, Mass. She is 95 ft. by 19 ft. by 8 ft., and has accommodations for 12 men. She is equipped with a 150-180 h.p. Wolverine engine; Fairbanks-Morse Z type fish hoist, Fairbanks-Morse generators and electrical equipment; a 16 cell Gould battery; Columbian propeller; Stoddart steerer; Plymouth cordage; Shipmate range; Ritchie compass; Foamite and Pyrene fire extinguishers.

Thomas Benham; Salvatore, Capt. Vito Lucretio; Salvatore and Rosalie, Capt. Jerome Fronterio; Serafina N., Capt. Jerry Nicastro; Sebastiana C., Capt. Charles Nelson; St. Providenza II, Capt. Philip Giamaneo; Santina D., Capt. Eugene Marino; St. Peter, Capt. Peter Favazza; St. Rosalie, Capt. Sam Parisi; Theresa and Dan, Capt. John Hall; Three Sisters, Capt. Lemuel Firth; Uncle Sam, Capt. Sam Scola; Virginia and Mary, Capt. Mike Fronterio; Newcastle, Capt. Andrew Decker; Doris M. Hawes, Capt. Aubrey Hawes; Mary W., Capt. Ernest Vivano; Thelma, Capt. Edward Brimer, Santa Maria, Capt. Peter Mercurio; Doris F. Amoro, Capt. Nels Amoro; Hope Leslie, Capt. John Sinagra; Irene and Mabel, Capt. William Tobey.

Noted Shipbuilder Dead

Arthur D. Story, noted shipbuilder of Essex, died suddenly at his home on March 5th. As builder of scores of schooners, Mr. Story was for more than a half century one of the foremost figures of the town, and his death deals a tremendous blow to the industry.

Master Mariners Elect Officers

At the annual meeting of the Master Mariners' Association on March 7th the following officers were elected: President—Capt. Edward A. Proctor; Vice-President—Capt. William L. Nickerson; Secretary—George D. Morey; Treasurer—Capt. Alex J. Chisholm. This association has a membership of active and associate members of a little over 300.

Christen Boat on Easter

Easter saw a pretty christening of the *Serafina N.* by Jerry Nicastro, four year old son of Samuel Nicastro, one of the owners.

She is a former sub-chaser, and had been converted into a fisherman of the finest type. She is 110 ft. long and is finely adapted to the seining industry.

The *Serafina N.* was one of the first of the local Italian fleet to leave for the South.

She has a Hathaway hoist, Hyde propeller, Shipmate range, and seine twine furnished by Capt. William Lafond.

Dragger Sticks in Mud at Launching

Disappointment was registered on the faces of many spectators on March 12th when the dragger *St. Rita* was launched, for instead of taking to the water, her stern went down into the mud and stuck there, one half in the water and the other half on the stocks.

At low tide a ditch was dug in the mud beneath the stern of the boat, and in the afternoon on the high tide the launching was completed. The boat is 85 ft. long, was fitted with a 150 h.p. Wolverine engine, and if ready in time, was to go South to join the seining fleet.

On March 31st Capt. Frank Favolora changed the name of

his new vessel from *St. Rita* to *Grace F.*, as a mark of respect for his wife, who died suddenly on March 28th.

Stepped New Spars

The new dragger *Sebastiana C.*, launched at Essex for Capt. John Chianciola has had her spars stepped at Burnham's, and was ready the middle of March for the installation of her 150 h.p. Wolverine engine.

See Much Danger in Jap Swordfish

Unless favorable legislation comes to their rescue, Japanese swordfish will deprive nearly a thousand men from earning their livelihood in the swordfishing industry. For this reason Representative Harold B. Webber introduced an amendment to the final report of the special commission on Marine Fish and Fisheries, that no imported swordfish, artificially frozen, be offered for sale in this Commonwealth. Both the Master Mariners and the Fishing Master's Producers Associations endorsed this amendment at special meetings held the latter part of March.

Capt. Pine Buys "Juneal"

The gasoline boat, *Juneal* was sold to Capt. Ben Pine at United States marshal's sale at the Army Base, South Boston, on March 12th. The final bid was \$8,925, and as the Government appraised the vessel at \$18,000, the sale had to be confirmed by the U. S. District Court. The *Juneal*, a vessel of 84 gross tons, built at Essex in 1928, was formerly engaged in fishing.

After the confirmation of the sale, the vessel arrived here to be fitted out for dragging, under command of Capt. Eric Carlson.

"Albatross" Sinks After Springing a Leak

Springing a leak shortly before 7 A. M. on March 24, the former sub-chaser *Albatross*, Capt. Angus Chaisson of this city, and a crew of five men, engaged in dragging, sank 14 miles Southeast of Boston lightship, and it is believed that no attempt will be made to raise the sunken craft.

The *Albatross* was bound to Boston from the fishing grounds, and had about 15,000 pounds of haddock on board. As she approached a point about 14 miles off the lightship, she suddenly began to take in water and although the pumps were set to work at once, the water gained so fast that Capt. Chaisson gave orders to abandon ship. The crew hastened into dories and stood by until she sank beneath the water.

Superior Engine Exhibit

The Superior engine exhibit at the Gorton-Pew Machinery Co., in charge of D. DesLauriers, factory representative of the Superior Engine Co., continues to draw interested spectators, one man recently coming from New Brunswick to see it.

Manuel Smith Has a Buda

Manuel Smith has installed a Buda engine H.M. 173 in his boat for lobster fishing.

Mathews, Va. Pound Net Fishermen Operate 431 Fish Pounds

By Paul Titlow

MATHEWS County, Virginia, pound net fishermen were further advanced in their preparations for the Spring fishing, March 5th, than they had been on that date in recent years. Advantage had been taken of the mild weather to drive pound stakes and set many nets in the Chesapeake and Mobjack bays. Approximately two-thirds of the nets had been set, ready for the early run of shad which usually strikes these waters around the 10th of March.

This was the condition of things in this section when the devastating storm which swept up and down the Atlantic Coast Saturday night, and Sunday, March 5 and 6, struck here. From Stingray Point, at the mouth of the Rappahannock, to York Spit, the damage to the fishing industry was tremendous. The damage was repaired in a remarkably

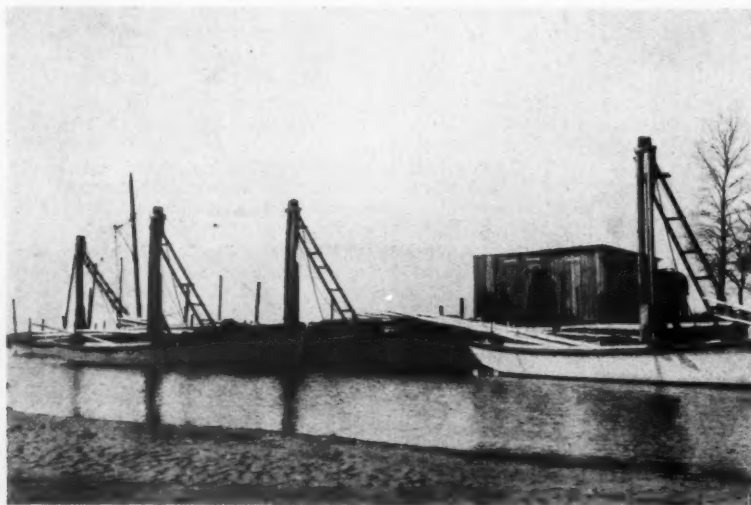
of the 2,190 fish pounds set in Virginia waters, and caught 35 per cent of the State's output of shad. Twenty per cent of the croakers caught in Virginia were taken from the nets of Mathews County fishermen. The total income of the seafood industry in this county in 1929, from fish alone, was over \$600,000, twice that of any Maryland county and greater than any Virginia county except Northumberland, which operates a fleet of large ocean-going menhaden fish steamers.

Gwynn's Island

A remarkable thing happened in the Gwynn's Island section Saturday, March 26. Fishermen from the Island had been working on their nets all day and put off fishing nets that had already been repaired until the last minute, when to their surprise practically all the deep-water nets were found to contain good catches of shad. S. E. Brownley found 260 in one net. Carney & Brown landed 360 from several nets. W. T. Brownley, W. G. Lilly, B. F. Powell, W. H. Powell, D. E. Mitchem, and others landed from 200 to 300 each. The fish were rushed to port where they were sent on to market by truck and through Crisfield by boats. The total catch was probably more than 15,000 pounds. Fine business for the Islanders.

Prices

Prices held up well through the month, hovering around



Fishing boats at Brooks Point, Davis Creek, Va., showing pile drivers attached to the boats used to drive the pound poles which run from 30 to 70 feet. Among the fishing firms using this harbor are: O. J. Moore & Co., John F. White, Cliff Hudgins, W. A. Snow, M. C. Burroughs, Brown Hudgins, Earl Haywood & Bro., Norman Hudgins, Gus Hudgins & Co., Geo. L. Burroughs, Sam F. Hudgins & Bro., and J. Sam Hudgins & Bro.

short time, however, and the nets, with but few exceptions, returned to their stands.

The Pound Industry

Pound nets in this county carry from 85 to 150 pound poles, or "stakes", from 30 to 70 feet long. They cost, on the shore, from 30 cents to \$2.00 each. The first cost of the pounds is from \$800 to \$1200. Six to eight men usually set a pound in three days, in good weather. Many of the boats used in the industry here represent an investment of around \$3500. Some fishermen here set eight or nine pounds each. Many set five or more.

With the exception of a few fishermen who make it a rule never to set a pound before the second week in March, every man had from one to six nets in the water. Some old fishermen claim it does not pay to set nets in February. Others, however, have been known to make good catches of herring before March 1st. One fisherman here caught 98 shad March 4th, the day before the storm. Such catches are unusual, however, as shad in worthwhile numbers seldom show up before the tenth. The usual procedure in recent years has been to begin driving stakes as early in February as weather will permit. When one stand has been staked off the net will be set so that it can be fished each day when the men go out to drive stakes for other pounds. Having followed this plan, the storm caught practically every fisherman with from one to six pounds all set.

According to statistics of the Virginia Commission of Fisheries, Mathews County fishermen operated last year 431

15 cents a pound for bucks and 32 cents a pound for roes. Roes brought around \$1.00 to \$1.25 and bucks from 25 to 40 cents. The price began falling with the big catches the day before Easter and the Islanders received 12 and 25 cents, the price dropping to 10 and 20 the day after Easter.

Cold Springs Supply Co.

The Cold Springs Supply Co., of New Jersey, is buying fish here this season, operating from its Norfolk branch. Joe Davis is local representative and has contracted to run the fish to Norfolk by truck, a three-hour run. By getting the fish on the way as soon as possible after they are taken from the water the Cold Springs people plan to have them on the Norfolk market early in the afternoon. This company is supplying northern markets by express shipments through Cape Charles, over the Pennsylvania Railroad, landing fish in New York the morning after they are caught here. Shipments this year are being made largely in boxes instead of barrels. The smaller containers are more easily handled by the city markets. A group of fishermen operating out of Horn Harbor and landing their catches at Sandbank wharf have contracted with the Cold Springs Company for their entire catches. Those signing up for the season were Grinnell & Owens, Elbert Owens, J. L. Hutson, Burton Hudgins and Lem Burroughs. The Company also buys from other fishermen when necessary to take care of their needs. W. E. Callis & Son, J. Newton Foster, and L. M. Powell & Bro., of Gwynn's Island, seafood dealers, are running trucks to Richmond, Washington, Baltimore and New York.

Va. and N. C. Trawler Trade Brisk Despite Unfavorable Weather

By Sandusky Curtis

DESPITE high winds, snow flurries and rough seas during the early part of March, the trawler trade to Norfolk, Phoebus, Hampton and Portsmouth, involving forty boats, has continued at a reasonably brisk rate. High winds have caused considerable damage and in Dare County, N. C., there has been much havoc wrought by the winds and water.

At the Norfolk office of the Cold Spring Supply Co., there has been activity through the month. W. C. Willsie, manager of the company, reports good business. The *Hilda Marie*, the *Sarah Thomassen*, *Theresa* and *Dan*, *Alice Mildred*, *Mary W.*, and the *Hustler* are but a few of the boats that have come in with large cargoes. The business, now on the increase, has averaged 3,000 boxes of fish per week, there being one hundred pounds in each box.

Cleaning barnacles from pound poles at a pound fishing base on Davis Creek, Mathews County, Va. Reading toward the background are Harrison Brown, Will Brown, Cliff Armistead and Lawrence Hudgins. The outfit belongs to Brown Hudgins, who sets six pounds in 30 ft. water. He uses a 50-fathom leader, with big bays 50 ft. in two pieces and little bays 20 ft. in two pieces.



Fishing Started on Eastern Shore

Fishing on the Eastern Shore of Virginia has started again after having been interrupted by the chill blows during the first part of the month. The fishermen there have delayed putting out their nets for fear of damage from storms, and large scale activities were not commenced until April. Fish dealers at Chincoteague have predicted catches in keeping with those of 1931.

While going again, the Eastern Shore felt the storm's fury, and repair work is still going on in some cases. The fishermen suffered damage not only to their boats and nets but to their homes as well. Some of the boats were swept back a quarter of a mile into the marshlands, and canals have been dug in order to get them back into the water.

Damage in Dare County, N. C.

Fishermen in Dare County are making every effort to effect an organization for the pushing forward of the industry. The early March storms dealt the fishing business in the county a severe blow. One half of the fishing gear in sections of the Croatan and Pamlico sound areas was swept away or damaged beyond further usage. The nets were torn to shreds, the poles were washed away, boats were smashed, and the pound fishermen of Stumpy Point have lost three-fourths of their material.

And to add to the worries of these fishermen is the fact that their waters are swarming with shad. Even with the losses in materials, large shipments of shad have been made from the docks. Those on the Western side have suffered less than the others.

Would Complete New Inlet Made by Storm

From Manteo, N. C., comes news that the Dare County interests have made efforts to interest the Government in the keeping up of a new inlet cut through at Pea Island by the storm. It is pointed out that this inlet is responsible for the run of shad, for there has been a larger run of shad than at any time in the last ten years.

In Norfolk Waters

Flounders, scup, sea bass, croakers, codfish and a general assortment are being landed by the trawlers in the nearby ports. Some of the trawlers have been delayed a day or so by the contrary winds but for the most part the trips to and from the fishing grounds have been regular.

The oyster season continues with fine oysters being brought in from the James River and other rocks. The market for oysters is good.

"Ruth Mildred" Burned

The trawler *Ruth Mildred*, of Gloucester, Capt. Nils Soderberg, was burned to the water's edge, March 16, off Cape Henry. The crew got off in the nick of time via their boats and were picked up by the trawler *Ariel*. The seven men were carried into Phoebus. The ship sunk with 35 barrels of fish aboard. The loss was estimated at \$35,000.

Provincetown, Mass.

By J. C. Johnson

Put Down First Herring Trap

CAPT. Frank Raymond and crew drove some 65 poles in putting down the first trap of the season outside the harbor, in Herring Cove.

Good Catches of Blackbacks

Flounder boats had their best day of the Winter March 20th, catches running to ten barrels and over. The dragger *Arthur and Matthew*, Capt. Frank Parsons, landed 12 barrels; *Frances and Marion*, Capt. Henry Parsons, had 11, and *Jessie Dutra*, Capt. Joe Frade, 10 barrels. Most all were blackbacks.

More Spawn Dumped in Harbor

A second load of blackback spawn was dumped by men of Wood's Hole fish hatchery in the harbor here the middle of last month. Skipper Tony Avellar of one of the harbor gas boats transported the cans to a point a mile out from the Town Wharf. There were 56,000,000 of the spawn, about the same amount that was planted in the harbor a month or two ago. Scarcity of flounders has been keenly felt here in recent years.

Dorymen Make Fair Hauls

Dories had about a week of fishing weather in March. On the 18th several fair hauls were brought in. Tony Shamrock had 2000, dressed; Antone Martin, 1500; Joe Real, 1200.



The "Peerless", a red snapper schooner owned by the Warren Fish Co. of Pensacola, Fla., under command of Capt. Leo Wells, at the time the picture was taken, now under command of Capt. John Karlson. The red snapper industry is a large and important branch of the fishing business on the Gulf of Mexico, operating vessels that draw from 10 to 18 feet of water.

Florida Facts

By H. L. Peace

Shrimper "Ojus" First to Leave for Gulf

THE *Ojus*, 50 foot shrimp boat, with Capt. Peter Dallas, left Fernandina during the month for Galveston, Texas, a distance of 1550 nautical miles. Captain Dallas stated that he would make one stop at Pensacola, and then on to Galveston. This is the first shrimper of the Florida fleet to leave for Gulf waters this season.

The *Marie Margaret*, recently returned to Fernandina to establish probably a new record for the season. The unusual catch was 180 bushels of small prawn taken in two drags in a single day.

The *Anna May*, 85 foot menhaden fisher, powered with a 60 h.p. Fairbanks-Morse Diesel, has just been purchased by A. Summers of Atlantic City, New Jersey. The boat was formerly the property of the Fernandina Fisheries and will be used for party fishing at Atlantic City.

Shrimp Fleet Suffers \$10,000 Damage from Storms

Southwest gales sweeping throughout Florida March 5, bringing destruction to everything that lay in its path and leaving behind a heavy damage to property and, many people homeless brought havoc to the Florida shrimp fleet to the extent of a \$10,000 loss. Four boats were sunk and six beached at Fernandina while four were beached at Mayport to say nothing of the many shrimpers that received only minor damages. No damage was reported at St. Augustine, the shrimping center of more than 200 boats.

The four sunk shrimpers were the *Ethel V.*, 39 feet, powered with a 22 h.p. Wolverine, owned by Joe Lops; the *Gloria*, 38 feet, powered with a 22 h.p. Wolverine, owned by Louis Fruciano; the *Venus*, 36 feet, powered with a 24 h.p. Lathrop, owned by Manuel Rocha, and the *Harvester*, 38½ feet, powered with a 36 h.p. Lathrop owned by John Perry. They have been raised and are now resuming fishing activity.

Crisfield, Md.

Runboats Doing Immense Business Buying Shad and Herring

By Edward Bowdoin

A FLEET of runboats from Crisfield, calling at every point on the lower Chesapeake buying shad for the dealers, are doing a good business. Every available boat is pressed into service and there will be no unemployment here during the month of April. The river front is a beehive of industry. All day and into the night boats are coming in loaded with shad and herring. A small army of men are working at barreling, icing, and loading.

4,000,000 pounds of fish, including shad and herring, were marketed from the waters of the Chesapeake Bay and its tributaries in Maryland in 1931. Two-thirds of these fish were shipped from Crisfield.

Oyster Catch Larger

A large fleet of oyster boats were out of commission on April 1st, as the season for dredging oysters in the Chesapeake Bay on public bottoms in Maryland, closed on April 1st. In the Tangier Sound the season closed on March 25th. The oyster season was not very profitable to the catchers, although more oysters were caught during the season of 1931-1932 than for several years. Over 2,000,000 bushels were caught in Maryland.

Running Oyster Shells

Herbert Bryant & Sons, Alexandria, Va., have a fleet of schooners and power boats running oyster shells from Crisfield to Alexandria. On the return trip they bring fertilizer to Crisfield to be distributed through the lower Eastern shore of Maryland and Virginia. Among those engaged in this trade are Capt. Samuel Somers, of Crisfield, in his schooner *Claudia May*; Capt. Augustus Forbush, in the power boat *Delia Reed*; Capt. Noah Evans, in the schooner *Dora Estelle*; and Capt. Nonnie Holland, in the power boat *Miss Daugherty*.

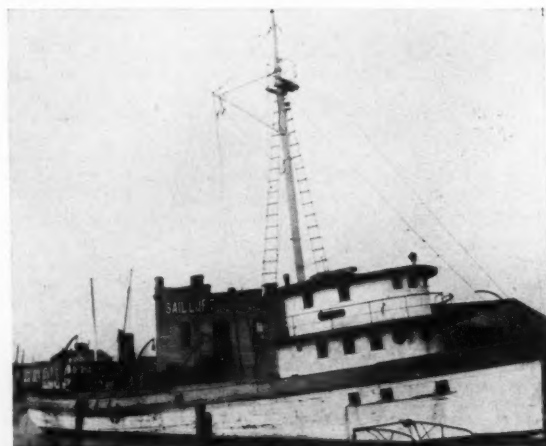
Capt. Frank Conway of Cambridge, Md., is running oyster shells to Norfolk and other Virginia points, in the schooner *Laura Clayton*.

Capt. Walters Busy

Capt. Matthews Walters of Crisfield, is engaged in running general seafood in his large power boat *Ruth Ellen*.

Preparing for Menhaden Fishing

The fish steamer *Wallace M. Quinn* is on the wharf at the Quinn & Daugherty shipyard in Crisfield, being overhauled, preparatory to putting her in commission for the menhaden fishing in May. With her sister ship, the *J. Earl Morris*, she will be connected with Mr. Quinn's fish and oil factory located at Fernandina, Florida.



The "Wallace M. Quinn", Capt. John Erickson, of Southport, N. C., a menhaden vessel owned by Wallace M. Quinn, of Crisfield, Md. She is equipped with a 180 h.p. 6 cylinder, 9½ in. x 13 in. Atlas engine.

Marthas Vineyard

Representative, Capt. E. J. Dean Active on Fishery Laws Commission

By J. C. Allen

AS these lines are whangled out by the two fingers and one thumb of the Wheel-house Loafer, the eve of the equinox is due and the weatherwise population of Marthas Vineyard is plumb on edge with knitted brows and twitters nerves, waiting to see where the wind lays when the sun shall cross the Line.

Some folks claim that there isn't anything to this old-time notion that the wind direction when the sun crosses the Line will prevail throughout the next six months. But take it from them as has studied weather, there's a whole lot more to it than appears on the surface.

Last Spring the wind was nothe-east, and it's the Gospel truth that we had more rain during the Summer than has previously fallen in any two out of the last twenty years. Again, when the sun crossed in September, the wind was sou-west, and we didn't have any Winter at all until March.

That was last month, and oh boy, didn't the elements raise heck! The temperature started to drop in late February, and kept on seeking the lower levels all through March, keeping things chilled to the bone and blowing a gale most of the time.

The first real gale in three years occurred during the first part of the month, and the low barometer, reported everywhere, went even lower here. 28.2 was the lowest that anyone reported on the Vineyard, and it was so absolutely out of the ordinary that a number of people expected to see the entire outfit part its moorings and go to sea. It didn't, however, and the island is still laying exactly as charted, with no great changes. On top of that breeze, we had ten days of howling nor-west weather and fish prices jumped higher than they have gone since last Summer. So there is no loss without some gain, but a bunch of our lads had a close shave during the first flurry.

The market indications had looked pretty favorable for a boost in prices on the day before the nothe-easter broke, and quite a bunch of small draggers ran out along with the schooners. The schooners all knocked off and ran in when the bottom began to drop out of the gales, but the small fellows hung on. Captains Ellis Luce, alone in his catboat, Charlie Matherson, in an Eastern sloop, Manuel Canha, in a double-ended launch, and Earl Wade in a larger launch, all had steamed out of Vineyard Haven through Muskeget Channel and so out toward South-east Corner, the inshore edge of Georges.

Wade pulled out early and came back. Canha started to follow soon after, and nearly got stuck in the Rips, but he made it. Luce took a good look at the yeasty channel, and headed to the Westward, around the island, and Matherson tackled the channel and turned back to follow Luce.

About the same time Captain Frank Manning and his son of Gay Head, Donald Poole and his brother of Chilmark, and Norman West, of the same town, were beginning to think about getting back to Menemsha Creek, and the whole fleet came along fairly close together with the exception of the sloop.

The sea was something awful and the snow was driving thick, darkness was coming on and the only way that anyone could tell where they were was to hug the land. That kept them almost in the edge of the breakers, and they kept their cockpits free only by taking the covers off their fishwells, and that was hardly sufficient.

They all got in safely, however, but the sloop took a couple of seas across her that snapped her boom into three pieces and took the biggest part of her mainsail off to leeward.

Yellow-Tails and Blackbacks

Nothing else of importance occurred around here during the windy weather, and the boys have really done fairly well when they have had an opportunity to do any fishing. Yellow-tails are thicker than ship-chandlers in Tophet, and they hit the highest price for the Winter during the week



Capt. George H. Butler of Menemsha Bight and Vineyard Haven, Mass., on his fishing boat "Louise". He engages in freighting fish in the Winter and in cod fishing in the Summer.

of the 19th. Blackbacks started to show once more too, and the fleet brought in quite a jag of them.

Trap Gear Overboard

Three weeks more saw some trap gear overboard, Capt'n Norman Benson being ready with his Lamberts Cove set. Given a little decent weather, not warm, but just seasonable, we expect to see the scup aboard of us any time now.

Scallops

The towns of Tisbury and Oak Bluffs voted their appropriations during the month to purchase land around Lagoon Pond opening. This was the final step necessary before starting to dredge, the money for the actual dredging having been appropriated a year ago. The state will take charge of operations now, and work will start in all probability as soon as practicable. A valuable shell-fishery is expected in this pond, besides a wonderful landlocked harbor for boats and vessels, and increased valuation of adjoining lands.

Much interest has been centered upon scallops during the past month, partly because of the agitation over opening this pond, and the arrest of a few local men who were careless in their observance of the statutes made and provided. In other words, they were adjudged guilty of taking seed scallops. But here's a funny thing. The statutes, while prohibiting the taking of said seed scallops, have never specified just what a seed scallop is. Expert testimony is said to be necessary, by one of our local judges, and the expert testimony runs about as follows: "A seed scallop shows no growth ring. It does sometimes show a ring. It is small, it may be large, it is flat, the eye is small, so is the eye of an old scallop, the color of the intestine is an infallible sign —" and so on ad infinitum.

Capt. Ernest J. Dean Helps

Within a few days of the end of the month, a special commission, appointed two years ago to recodify the marine fishery laws, brought in their report at the State House and a hearing on the report was held on the 24th. Our own representative, Captain Ernest J. Dean, was a member of the commission, and one of the most active and helpful, according to his associates. It is significant that this commission has specified that an adult scallop must show a "well-defined growth ring". Some may argue against this

particular designation, but the majority of the Massachusetts boys will be glad to know that there is something to go by.

Lobster Recommendations

This report, which has not yet become law, contains a great many slight changes and simplifications of the older laws, in a weighty volume containing one hundred and thirty odd pages. Questions of jurisdiction of state and towns are carefully provided for in such a way that mistakes are not apt to be made. It is recommended that Massachusetts adopt a new system of measuring lobsters, taking the Maine method, from the rear of the eye socket to the rear of the body shell, the length to be 3 1/16 inches, about 1/16 shorter than the Maine measure.

The commission states that Rhode Island, Connecticut and New York state stand ready to adopt this law if passed in Massachusetts.

Traffic in severed lobster tails, either raw or cooked is forbidden in these recommendations, also traffic in dead lobsters. No lobsters may be marked "Native" unless taken within the waters of the Commonwealth of Massachusetts, and penalties of fines and imprisonment or both are provided for violations of the same.

There are numerous other recommendations encouraging shell-fish farming and the development of other fisheries. Towns will be authorized, under this new code, to develop fisheries, for any kind of free swimming fish in great ponds, and to control and develop them, or lease them if it is desired. Private individuals owning lands about ponds that are not public or state waters, may develop and control fisheries of all kinds.

New Bedford

By J. J. Killigrew

Scalloping

SCHOONER *Virginia R.*, Capt. Lew Wallace, arrived in New Bedford early in March from Portland, Maine, to fit out for scalloping. The *Virginia R.* was the first of the deep sea scallopers to arrive to make preparations to begin this kind of fishing.

Last season a dozen boats were engaged in the deep sea scallop fishery out of New Bedford. It is expected that the prices this year will be much better than they were last.

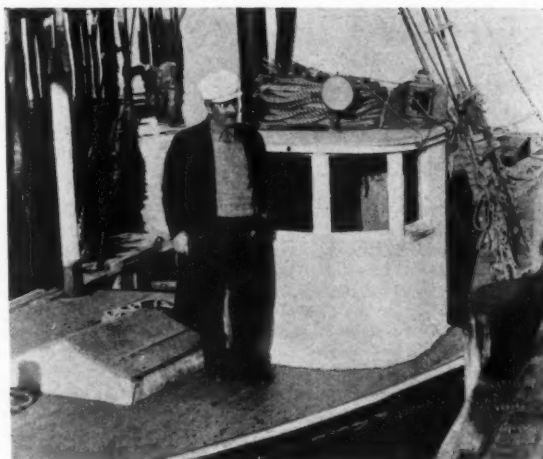
Another large craft to engage in this business is the *Friendship*, Capt. Cleveland Burns who is now fishing at Portsmouth, Va.

Lands Large Fare in New York

Schooner *E. Eugene Ashley*, Capt. Bill Hayes, had one of the largest stocks of the season when he landed in New York recently with more than 40,000 pounds of flounders, cod, hake and haddock. Capt. Hayes and his crew were blown off the grounds in the recent blow. They put into Nantucket for shelter where he also shipped a small fare. Leaving Nantucket he returned to the grounds. The *Ashley* arrived in New Bedford on March 31st.

Vessels Returning After Storm

Capt. Foley in the schooner *New Bedford*, the first boat to report after the storm, arrived after fighting the stiff



Capt. Antone Docca of the New Bedford fishing boat "Bertha", formerly of the sloop "Mary Souza".

Northwester in an effort to make New York and a market for her small catch of fish. The craft was well iced up on deck and rigging, and her gangway, a four-inch plank, was smashed and all the glass in the pilot house and after deck was broken.

Schooner *Alamac* under command of Capt. Bill Sparrow after having been out in a gale for 15 days came limping into New Bedford. Capt. Sparrow told his friends that it was the worst storm he has experienced in years. Much anxiety was felt around New Bedford for the men as no other vessel had even sighted her.

Schooner *Olive Williams* was the last boat to return that was out in the recent gale, having been out 16 days.

Made Good Trips

Capt. Louis Doucette has made a very fine showing during the last few months, and recently landed 21,000 pounds of yellow tails at New Bedford. Capt. Doucette was high-liner for the season.

Capt. Michael Smith made a very fine showing in a recent trip with the *Mary and Julia*.

Capt. Fred Nicodemus landed 13,000 pounds of fish in New York recently on his first trip in the *William H. Killigrew*.

The schooner *Mary* arrived in New Bedford recently with 12,500 pounds of fish.

Assume New Duties

Capt. Charles Tapper of the schooner *Helen M.* and *Nina B.* will be engaged as steward aboard the schooner *William H. Killigrew*.

Capt. John Foley has shipped as cook aboard Bill Sparrow's craft the *Alamac*.

Jack Jacobson will be chief engineer aboard the *William H. Killigrew*, replacing Frank Cuddy.

Capt. John Williams has shipped with the schooner *Friars*.

Former Local Craft Abandoned

The former New Bedford fishing schooner *John and Mary* was abandoned 400 miles off Cape Charles after her crew of six had been rescued. She was built in Friendship, Maine, for Capt. Dan Mullins, but was sold about two years ago.

Capt. Lynch Returns to Virginia

Capt. Frank Lynch of the schooner *Anastasia* returned to Portsmouth, Va., the first of March to again try the fishing there. The last of March he was in New York from a fishing trip off Cape May. He had done very well bass fishing.

Among High-Liners

Capt. Domingoes and Capt. Clive Burns of the *Sea Rover* and *Friendship* are among the high liners of the Southern fishermen.

Back from South

The *3 and 1 and 1*, Capt. Salvadore, is back in New Bedford after having been fishing to the Southward the last few months.



A trap fishing boat owned by Capt. J. E. Clark of Point Judith, R. I., built by the Saunders Boat Co., Saunderson, R. I., and powered with a Lathrop engine.

Long Island Bill Restricting Use Of Shrimp Withdrawn

By J. R. Leonard

IT was with much satisfaction that Long Island's party boatmen learned that the shrimp bill, petitioned for by many sportsmen, though introduced by Assemblyman John G. Downes, was almost immediately withdrawn by him on protests received from many who maintained that the passing of this bill would create a hardship, by taking away the means of making a living for hundreds, of whom a large number are fishermen who turn to party boating during the run of weakfish in May and June. This season lasts from four to six weeks and brings thousands of dollars to party boatmen, hotel owners and others on Eastern Long Island. The use of shrimp as a bait and chum has made it possible to catch larger numbers of this fish, and each year has shown a remarkable increase in the party boat business in Peconic Bays and vicinity. Assemblyman Downes stated in a letter to a local paper that he introduced the bill in good faith upon receipt of the petition, but on receiving protests against it, withdrew it, rather than help to continue a depression and take away a means of livelihood to hundreds involved.

Boatmen in Peconic Bays will soon begin to get ready for the coming weakfish season. Boats from New Jersey, Great South Bay and one even from Machiasport, Maine, take part in this lucrative party season. It is expected that more craft than ever will be on hand this season.

Scallop Season Closed April 1

A number of baymen transported their towboats by truck to Napeague Harbor in February, and have worked there since on scallops. The scallops there, though small (of the Bug variety) were quite plentiful. These scallops are bringing \$3.00 a gallon, while large scallops are selling for \$5.00 a gallon. April 1st brought to a close the scallop season. The lack of employment ashore has driven many to the bays and in consequence the scallops have been cleaned up pretty well regardless of size.

Shellfish Laws Cause Dissension

Baymen and town officials in Great South Bay are "on the fence" as regards numerous shellfish laws enacted by several towns. This is due to a recent opinion rendered to Conservation Commissioner Henry Morgenthau, Jr., by Attorney General John J. Bennett, that all existing ordinances in Nassau and Suffolk Counties regulating the taking of shellfish from Long Island waters are invalid and inoperative. Numerous letters have passed to and fro from town officials and the Attorney General's office, but as yet the matter has not been fully cleared up to the satisfaction of town officials, who maintain that their enactments do not conflict with the State Department's laws and are an exact counterpart of State laws and so fail to see how their regulations are invalid.

Millions of Flounders Distributed

Through the efforts of Congressman Robert L. Bacon and Supervisor Carleton E. Brewster, 28,000,000 tiny flounders supplied by the U. S. Bureau of Fisheries, were liberated at various points in Great South Bay. The fish were sent from the hatchery at Woods Hole, Mass., and were distributed under the direction of Capt. George Smith.

Walter Lightner Busy

Walter Lightner, boat builder of Sayville, hasn't had any idle moments, since taking over the business at that location.

After one craft is finished, another is immediately started for another customer.

Brookhaven Baymen Form Association

Dissatisfaction with local and marketing conditions, have decided the baymen of Brookhaven to organize an association to protect and further their interests. It is felt that only by organized and concerted action can these conditions be solved.

Five-Master "Edna Hoyt" at Greenport

Greenport was visited by the *Edna Hoyt*, Capt. R. W. Rickson, the last of the five-masters which formerly plied the Atlantic Coast. The *Edna Hoyt*, built of wood, was launched 12 years ago, with a capacity of 2,800 tons, 250 ft. in length. She hailed from Baltimore with 1,000 tons of fertilizer for the potato growers of Eastern Long Island. Because of severe storms and unfavorable winds, nearly a month was taken on the trip. She left Greenport for South America.

Trap Fishing Firms

The trap fishing firms of Raymond & Terry are now at



Land pitched net. A Linen Thread net after being tarred and set up on a lot side of the highway in Tiverton, R. I.

Montauk; and Vail and Eldredge, and Vail and King are at Gardiners Island making ready for the coming season.

Catches Seal in Traps

Charles Berdan was surprised on visiting his traps in the Sound recently, to discover the body of a 100 pound seal in the nets.

Return from Fyke Fishing

DeCastro and Still, who have been fyke fishing the past two months, have hauled and stowed away their gear. They report a poor season owing to the high winds fouling their gear, and low prices for their catch.

Boston Motor Boat Show

AT the Boston Motor Boat Show, which opened April 4th in Horticultural Hall, the Walter H. Moreton Corp., of Boston, exhibit included Winton, Red Wing, Kermath, Farr and Sterling marine engines, Goodrich cutless bearings, and a complete assortment of marine accessories.

Stearns Marine Co. had an interesting display of Mobiloil, a product of the Vacuum Oil Co.

Evinrude outboard motors were shown by the General Equipment Corp., and Chrysler marine engines by the Atlantic Marine Co., Inc.

There was a demonstration exhibit of Fyre-Freeze.



The Connecticut Shellfish Commission boat built by Frank Anderson, City Point, New Haven, Conn. She is 65 ft. x 15 ft. 4 in. x 4 ft. This boat is finished overall with marine paints and varnishes made by the Pettit Paint Co., Inc., of Jersey City, New Jersey. The various products used were Petco Best Spar Varnish, Old Salem Gloss White Enamel, Shipendee Paint, Petco Marine Flat White, Pettit's Jersey City Yacht Red and Green Copper Paints, Petco Marine Red Lead and Petco Seam Paint.

Stonington, Conn.

By E. B. Thomas

Fishermen Want Dolphin Removed

FISHERMEN of Stonington and other nearby ports are starting a movement to have the old dolphin, South of the Stonington Lobster Co. wharf, removed. The dolphin has been falling to pieces for many years and has not been used since the steamers of the Providence and Stonington Steamboat Co. ran out of this port. The dolphin is built on a pile of rocks. The removal of the rocks would not entail a very great expense and might save the destruction of an expensive fishing vessel or yacht. The authorities at Washington have been notified of the facts of the case and it is hoped that this obstruction will soon be removed.

Capt. Vincent's Boat Destroyed

The boat 95J, Capt. John Vincent, was wrecked on Fisher's Island on the afternoon of Sunday March 6. Capt. Vincent was coming across the sound from Montauk where he and his mate Marion Ponte had been fishing, and when the Nor'easter which had been blowing all day began to blow with gale force, they started home. When they were approaching the East end of Fisher's Island John noticed that the water, standing on the cockpit floor, was leaking down into the bilge to a considerable extent and he then proceeded to pump out the bilge. As he started to pump, the pump broke beyond further use and there was no other way to remove the water from the bilge. Trusting to luck, they proceeded homeward and before they had run a mile, the flywheel threw water onto the various parts of the ignition system and stopped the engine. At once they anchored, but as soon as she brought up on the anchor rope, it parted and the boat drifted towards shore. Seeing that there was no hope of saving their boat, they removed their boots and as soon as she hit a shoal spot a short distance off shore, they jumped overboard. They reached shore after some difficulty and when they looked towards the boat again the Coast Guard crew were approaching the wreck in a rowing surfboat and they also struck the shoal spot, the light surfboat being demolished almost immediately. All hands swam ashore without injury and the next day Coast Guard Capt. Peckham and his crew demonstrated the natural kindness for which they are noted by assisting Capt. Vincent and mate in removing the engine and reverse gear from their boat.

Gideon Manchester Building New Boat

The boat was beyond salvaging, but the machinery has been found to be in good condition, and is going to be used in the new boat which Gideon Manchester is building for Capt. Vincent.

Maine's Fisheries Director says Canada and Maine Should Cooperate

By Alfred Elden

HORATIO D. Crie, Director of Maine's Sea & Shore Fisheries Department, asked at Portland on March 30 as to the probable fate of the White-Nelson lobster bill, said:

"Nobody can say with certainty. If it does not become law all I can say is that we must keep on trying and trying until it does. It is absolutely the best thing that could possibly be devised for the Maine lobster industry and for the entire lobster industry of the United States. Moreover, it would be the finest thing for Canada too and a lot of them over there know it.

"Canada is glutting the markets with its short or nine inch lobsters. At present there are millions of these and they are being poured into Boston at an alarming rate. Canada is absolutely controlling the lobster industry today. As you know, Maine has a 10 1/4 inch minimum length law against an approximately nine-inch measurement for the other lobster producing states. But there are no lobster laws outside the lobster producing states.

"Canada has not been slow to discover this and even now is shipping lobsters in the shell by the thousand to inland cities as far as the Middle West. This great outpouring of the small crustaceans glutts all the lobster markets and keeps the prices down. But it cannot last. No coastal waters, no matter how extensive, can stand the strain of this continued capture of young, small lobsters, not giving them a chance to mature.

"Passing the White-Nelson bill would not be any un-called-for hardship on Canada for they would continue to ship lobsters that are the same size as our own Maine product. And the big lobsters never cause a glut and keep prices down to a point where no fisherman can make a living.

"Another very bad feature of present conditions that the law would correct would be this ever growing Canadian traffic in lobster meat picked out of the shell, packed in cellophane packages, quick frozen and now being shipped all over the country. The meat is taken from even the tiniest crustaceans and think of the quantities of them that are being destroyed to get even a pound of clear meat when there are but three ounces in a nine-inch fellow. Canada shipped into Boston last year 75,000 pounds of this lobster meat which I figure to have been equivalent to something like 375,000 pounds of lobsters in the shell!

"This practice will deplete the lobster species in time to the point of extermination. Passage of the pending law would stop the shipment of lobster meat into this country.

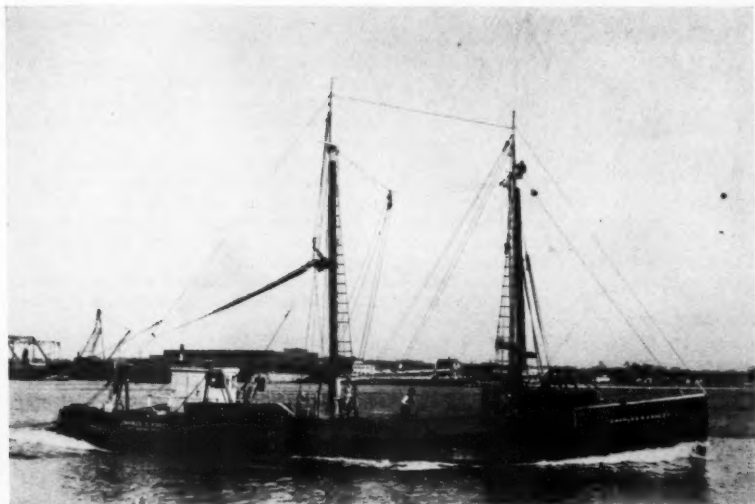
"The thinking lobster dealers in Canada do not blame us for trying to stop their short lobster and lobster meat traffic. Many of them have admitted to me that when it develops to the proportions it is bound to if the White-Nelson bill fails, the lobster supply must soon be exhausted. A law which would make their lobster business with this country on a parity with our own law would mean the salvation of the industry. These two important lobster producers, Canada and Maine, should work together not against each other."

Still Waiting for Outcome of White-Nelson Bill

The Maine coast lobstermen are still anxiously waiting to learn what happens to the White-Nelson lobster bill. About everything there is to say for and against it has been printed here. Charlotte County, N. B., fishermen, which includes those of that great lobster center Grand Manan, want the law as earnestly as the Maine fishermen. That County of Canada has a 10 1/2 inch law, the same as Maine. Prominent fishermen and others engaged in the lobster business there think the proposed bill if passed will be very beneficial. They say the present low prices on live lobsters have been brought about through the enormous traffic from other Canadian Counties in the short or chicken sizes being imported in tremendous quantities.

The Sardine Situation

What will the present sardine season bring forth? Although April 15 is the official date when operations may be



The "Charles S. Ashley", Capt. Thomas Keeping, owned by Capt. John G. Murley of New Bedford, Mass. She is 79 ft. long; 19 ft. beam and 9 ft. draft, and carries a crew of 6. She is powered with a 170 h.p. Cooper-Bessemer engine; Hathaway winch, and fittings.

gin, in all probability this Spring will witness little activity. The chief obstacle to early packing would, of course, be the existence of held over stocks from last season.

While the pack was small it is currently reported that the independent packers have had less success in disposing of their goods than has been enjoyed by the combine which controls several factories at Portland and Eastport-Lubec.

It is understood that their stocks had been reduced very largely and that they would have been ready to pack as soon as the fish appeared this Spring, had it not been for the reported unloading of many thousands of cases of sardines, on which banks had a lien, in Western Maine which, if true, would clog the markets for the Maine product for some time.

As for the fish situation in Eastern Maine and New Brunswick, it is somewhat complicated by the inability of the North Shore weirmen to build and maintain their weirs on the prices paid for herring last season. Very few weirs have been or will be put in condition to catch fish judging by the present outlook.

The same is true of Deer Island and Grand Manan weirs and unless a good Spring run of herring finds its way into the natural weir at Dark Harbor on the latter place, there is likely to be no early raw material available.

A majority of the packers and fishermen are placing the opening date for the 1932 sardine season as August 1. Some believe that if the fish are in good condition the season will be longer and the pack larger than in 1931. Much is said to depend on the success of the attempt to have better tariff protection for American sardines against their foreign competitors.

May Operate Sardine Canneries

Some color has been given oft repeated rumors that New York interests are negotiating for the three closed sardine canneries at Lubec of the Booth Fisheries Co., idle for several years, and that they may be operated this season. Two representatives of a large New York fishery company have, with A. R. Card, local caretaker, recently inspected the plants. One of the three is fully equipped and has a capacity of 4,000 cases a day. The other two are in need of considerable repairs. The market demand for Maine sardines is good at present and old stock on hand is being gradually depleted.

Possibilities for Maine Mussel Industry

Fred H. Snow started up his clam factory at Pine Point, Scarborough, on March 21, and will pack his famous clam chowder and clam cakes until about the first of May. One of the reasons for the popularity of the Snow products is because of their uniform quality. The clams are rushed to the plant by truck from all around Scarborough, many points in Casco Bay, Pemaquid and elsewhere.

"For my regular trade that buy clams in the shell, and

that is most in Boston and New York", he tells the ATLANTIC FISHERMAN, "I want a medium size, white shelled clam. The trade does not want the very large clams nor those with black shells. Nor does it want too small ones. On the other hand, in our chowders and clam cakes where the clams are chopped, these can be used to good advantage as, of course, the flavor is there and the clam is not sold because of its appeal to the eye. During the early Winter we handled a good many quahogs or what the New York trade knows as Little Neck clams.

For some time now I have been doing a good business in mussels. In a New York market early in the Winter I saw a barrel of mussels. They were very small, dirty and poor specimens, but I was told that they sold. So I asked why they did not let me send them some of the fine big mussels from around Scarborough shores. That started it, and I am now shipping 60 or more barrels a week to New York. There is an endless quantity of mussels along our Maine coast. The fishermen rake them up off the beds at low tide and receive \$1.50 a barrel for gathering them.

"The mussel is a splendid shellfish and it is only prejudice that has kept them from becoming as popular as the clam. New York is about the only market for them in quantity, although fishermen have always gathered and sold small lots to individuals who know how good they are. Either steamed or made into stews the mussels are very tasty, easily digested and thoroughly wholesome."

There is a chance that the Snow plant has driven the opening wedge for the development of a real Maine mussel industry, as reports received from New York are most favorable and the demand is increasing.

Will Benefit from Deepening of Channel

An allotment of \$29,000 from the maintenance funds of the War Department for the restoration of the channel of the Kennebec River was made March 17 on recommendations of department engineers. The Tri-Mont Co., of Boston, will do the work, being the lowest bidder to deepen the channel four feet over a 100-foot width from the mouth of the river to the drawbridge in Kennebecport, a distance of approximately one mile. It is believed that restoring the channel will develop the Port as a fishing center for it will enable good sized vessels to pass in and out of the river at any tidal stage. It will also be of great benefit to the B. F. Warner and Clement F. Clark boat building plants. Both have had to refuse good contracts in the past because there was not depth of channel to float vessels of the size required.

Petition Made to Reserve Quahog Flats

Reservations for the cultivation of quahogs would mean the start of an industry that would bring \$100,000 annually to Brunswick, stated E. A. Rogers, Carl Larabee and L. Winfield Smith, when they petitioned the town fathers to lease them certain flats in Maquoit Bay for the propagation of shellfish. At the hearing G. Allen Howe representing the petitioners stated that by declaring such reservations an industry might be saved to Brunswick which otherwise may be wiped out entirely. The petitions were vigorously opposed by a group of fishermen who asserted that any such reservations as are sought would deprive 20 or more of them and their families of their only means of support. The petitioners claim that the fishermen have been responsible for the disappearance of clams from Quahog Bay and that quahogs will soon go too. Mr. Howe said that if given the reservations asked for he would plant seedlings on the flat that would eventually seed the entire bay to the profit of all.

To Fish in South

Two Portland skippers, Captain Ed Smith, of the *Sunapee*, and Capt. Bill Thomas, of the new schooner *Shannon*, are planning to go South this month with the mackerel catching

fleet. They have both been out of commission through the Winter but will soon be fishing again.

Beam Trawlers Landing Large Catches

Again the big beam trawlers are bringing their catches here to the Burnham & Morrill Co., East Deering wharves. According to Vice-President Morrill Allen, it is impossible to state now how much fish will be handled this season but probably as large a quantity as in 1931 which was 6,500,000 pounds. The vessels will bring fish to be packed in the famous B. & M. product containers until May. Last season 35 steamers and Diesel trawlers came to the plant with an average of 173,000 pounds each trip. Five different Massachusetts trawling companies sent their vessels to Portland.

Portland Fish Co. Skippers May Race Officially

As a result of the recent informal tiff between Capt. Harry Greene, of the *Bernie and Bessie*, and Captain Fred Estes, of the *Fannie Belle*, in a fast run from Boothbay Harbor to Portland, it is expected an official race may soon be held. Both craft are the property of the Portland Fish Co. and both skippers are drivers.

New Patrol Boat Aids Fisherman

On the first day it went into commission the new 165 foot Coast Guard patrol boat *Hermes*, launched at the Bath Iron Works, came upon the disabled gill netter *Mary C.*, Capt. Ira Griffin, wallowing in heavy seas 15 miles off the Portland Lightship, her propeller fouled in a net. The *Hermes* took the netter in to Portland and then proceeded to New York.

Gill-Netter Sank on Long Island

Capt. Antonio Raduano, of the Portland gill netter *Leonardo II*, and his crew of three Italian fishermen, saved themselves by jumping ashore on the rocks at the East end of Long Island, when, running too near, their boat struck ledges, filled and sank.

Joins Scallop Fleet

Capt. Lew Wallace, of the *Virginia R.*, has taken his craft to Cape May, N. J. to join the scallop fleet. Last Summer the boat dragged with the New Bedford scallop fleet. Carlyle Lash of Friendship is again engineer.

Sail Loft Moved

John Howell, Boothbay Harbor sailmaker, has moved from his loft on the Cold Storage Co., wharf to the second floor of the Lewis Garage building. Despite these times of power craft he has work enough nearly all the time for himself and two skilled employees.

Returns to Gloucester

After fishing out of Portland for several weeks the gill-netter *Virginia* and *Joan*, Captain Wonsen, has returned to Gloucester, her home port, as a base of operations.

Cundy's Harbor

Capt. Levi Barnes recently had an engine installed in his 32 ft. dragger *Loco* giving her a speed of about ten knots.

Capt. "Cliff" Morgan, and his crew of two, had a narrow escape from drowning while recently running in from the fishing grounds, when a heavy sea broke over the boat.

Sebasco

Charles Gomez, local boat builder, has just completed a 21 ft. lobster boat for his son-in-law, Capt. Archie Alexander.

Capt. Paul York and Lorin Wallace of Portland, were recent visitors here, Sebasco being their former home.

Alfred Palmer, and Ben Moody of South Harpswell have joined forces with Quincy Shell Fish Co. in buying clams here. Capt. Henry Alexander also acts as local agent for these buyers and has a large number of diggers working for him at present.

Capt. "Mose" Wallace has had his Hampton boat overhauled and put in readiness for the Spring trawling season after being hauled up all Winter.

Capt. Frank Green recently had an automobile engine installed in his 24 ft. lobster boat, giving her a speed of about 9 knots.

West Point

Capt. Herman Smith has just had an electric lighting plant installed at his fisherman's supply store.

Maurice and Charles Pye, Sr., have had a Palmer-Ford marine motor installed in their 26 ft. lobster boat. Several of the West Point boats are powered with this type of motor.

Capt. Harold Wallace of West Point and Hollis Gilliam of Sebasco had a narrow escape recently when they were in collision with the *C. C. Brown*, of Portland.

Remodel Portland Schooner

The fishing schooner *Leslie*, idle nearly two years, is being remodelled at Central Wharf, Portland, into an oil carrier and will have a capacity of 7,200 gallons when reconstruction is completed.

Mortimer D. Harris, her owner,

said that he has not decided definitely what use he will make of the converted schooner. Possibly he will sell her, he said. The masts have been taken out of the craft, a small house is being built aft and part of the deck has been torn away to install tanks.

Launch Gill Netter

The netter *Elva* towed into port on March 24 a new addition to the Portland gill-netting fleet, the *Richard J.*, a 50 ft. vessel just completed by B. F. Warner, Kennebunkport boat builder for Irwin Paulson, T. A. Jensen and Edward Johnson of Portland.

Halifax, N. S.

May Enforce Grading of Mackerel

LEGISLATION is now before Parliament to enforce a system of mackerel grading, which if approved, will become effective January 1, 1933. Dr. W. A. Found, Deputy Minister of Fisheries, declared before the conference of Fisheries Officers at Halifax on March 10th. Since the 1914 regulations were revoked, some 10 years ago, there has been no set Government standard of mackerel grading.

Large Fare Landed

The National Fish Company's trawler *Viernoe*, which arrived at Halifax on March 28th, hauled for 325,000 pounds of mixed fish, the largest fare brought in for some considerable time. It included 240,000 pounds of codfish. The ship was filled to the hatches. The *Viernoe* was out six days and secured her trip on Western Bank.



Auxiliary fishing schooner "John H. McKay", of Lunenburg, leaving Halifax. She is skippered by Capt. O. C. Mossman and is powered with a 140 h.p. Fairbanks-Morse Diesel engine.

New Brunswick Center of Extensive Construction Work for Fisheries

By C. A. Dixon

THE construction of a large new lobster pound at Kalamus Creek, Northern Harbor, Deer Island, which has been under way for a few weeks, is the project of the R. J. Conley Co., Ltd., of St. Andrews, N. B. A dam 400 feet long across the mouth of the creek, is being built, and the pound itself will be 2,500 feet long and 600 feet wide. It will have two partitions in it and the capacity will be approximately 600,000 pounds of live lobsters. The company owns and operates a similar pound at Bains Island, near Lord's Cove, the capacity of which is 200,000 pounds. Twenty-five men are employed on the new work and the pound will be finished about May 15. Frank Conley of Leonardville is construction foreman. The R. J. Conley Co., Ltd., does an immense live lobster business in both Canada and the United States, shipping the shellfish by motor trucks and express.

To Construct New Weir Bottom

The biggest job in the weir building game that we have heard of this season, is that undertaken by Frank and Isaiah Wentworth of Fairhaven, N. B., who have been busily engaged in getting out weir material for the construction of an entire new bottom for their weir at Northern Harbor. This will necessitate the building of many 35-foot hardwood rackbands, and the placing of the same in deep water. It will be remembered that the Wentworth weir during the season of 1929, caught the surprising total of 1600 hogsheds of sardine herring, which sold for from \$3 to \$10 a hoghead, netting the owners a handsome sum of money.

Preparing for Lobster Season

Grand Manan fishermen are engaged in getting their lobster gear in readiness for the Spring fishing. Some scallops have been taken by the fishermen during the Winter, but generally speaking, fishing activities have produced very poor results this year, up to the present time. The smoked herring business has especially suffered, due to lack of demand and prevailing low prices. The Grand Manan men, however, possess indomitable courage, and usually find a way out of their difficulties quicker than those of the mainland.

Fishermen Trawl All Winter

Roland Newman and Guy Brown of Wilson's Beach, N. B., are still engaged in trawl fishing in the North Channel, situated between Campobello and Grand Manan. They are procuring small fares of cod, and have fished the Winter through, a unique performance in the local line fishing industry.

Statistics Show Increase in Catches

Unrevised fishery statistics covering the Maritime Provinces show that 9,460,400 pounds of fish of all kinds, valued at \$208,660 were taken during the month of February, as compared with 9,298,000 pounds valued at \$231,371 for the same month in 1931. The catch of smelts this year was more than double of that in the preceding February. There were also increases in the catches of pollock, halibut and caplin.

During the month of February this year New Brunswick fishermen landed 3,868,000 pounds of fish of all kinds, valued at \$102,791, as compared with 2,110,900 pounds valued at \$83,401 for the corresponding period last February. Very heavy increases in the smelt and haddock catches were made and increases in the scallop catch, also. There was a falling off in the lobster catch in February this year, 19,300 pounds valued at \$4,619 being taken as compared with 27,100 pounds valued at \$6,708 in the same month last year. No lobster fishing was done in St. John County this year in February, which, in a measure, accounts for the decrease.

Fish landings in the province of Prince Edward Island during the month of February 1932, were greater than in February 1931, but the landed value was less. The total catch for the month was 157,000 pounds valued at \$5,366; compared with 130,400 pounds valued at \$6,203 in February, 1931.

Canadian Shellfishermen Feel Competition of Japanese Canned Shellfish

By M. E. McNulty

IF the movement for a boycott of articles manufactured in Japan gains weight, it will be of immense benefit to the fisheries of Eastern Canada. The Japanese canned crab, shrimp and lobster, have sent the Canadian and Northern New England canned lobster into the background all over the United States and also in the central provinces and Western provinces of the dominion. Before the outbreak of the world war, the Canadian canned lobster had a big hold on the U. S. and Canadian markets, and the number of lobster canneries in the Maritime Provinces was much larger than in recent years. The invasion of the U. S. and Canada by the Japanese crab, shrimp and lobster almost wrecked the Canadian lobster industry. The fishermen lost most of the demand for the small lobsters unsuited for shipping alive, to Boston and New York, chiefly. During the past few years, the price for the canning lobsters has not been above 5 cents each, and many of the lobstermen considered themselves lucky to sell them at that top price, as some seasons the demand has been about nil.

Not only the lobster industry has been greatly damaged by the Japanese shellfish. The Japs have started shipping smelts to the Boston and New York markets, in competition with the boxed and frozen smelts from Eastern Canada, which have had the run of both Boston and New York for many years. The Japanese smelts have been packed in boxes containing 10 pounds, and about 9 smelts to the pound. They have been selling under the Canadian smelts. The first importation from Japan of the boxed smelts was made during the past Winter. The demand for the Winter smelts has been a means of keeping a lot of families from starvation the past Winter in the Maritime Provinces, a slump in lumbering and other industries having sent far more men than usual after the smelt through the ice.

300,000 Lobsters Washed Ashore by Storm

The sight of about 300,000 lobsters, lying along the shore, met the gaze of fishermen living along the coast between Point Escuminac and Cape Richibucto, a distance of about 42 miles, on a recent morning. During the night a severe storm sprang up, the wind being from the Northeast. The lobsters were torn from their beds at the bottom, and tossed on the shore by the mountainous waves and fierce wind. It is not believed that the water was rough enough to force the lobsters from their beds but that frozen slush was responsible for this. The fishermen picked up all the live lobsters they could find, and used them for food. The balance were left on the shore and most of them were washed back into the sea. The storm came up in an off season, so no loss was felt in damage to gear. The next season opens May 1, and in spite of the loss of the 300,000 lobsters, all the lobster fishermen are confident there will be plenty of the shellfish for them. Strangely enough the Richibucto-Escuminac section of the coast was the only part of the seaboard seriously affected by the storm, insofar as lobsters were concerned. The money loss to the fishermen is about \$10,000. About 40 per cent of the crustaceans were suited only for canning. One veteran lobsterman estimated the lost lobsters as weighing about 300 tons. The section of the coast visited by the lobster damaging storm is one of the best lobster breeding and fishing parts of any of the Maritime Provinces' coast, regardless of whether on the direct Atlantic, Bay of Fundy, Gulf of St. Lawrence or Bay Chaleur fronts.

Storm Damage to Nets

Before the close of the smelt fishing season, smelters on the Bay Chaleur coast and Restigouche lost about 50 nets when a sudden storm tore the ice loose and sent it down the bay. An unusually high tide helped the wind to carry away the ice. The nets were all owned by fishermen living between New Mills and Charlo. Other fishermen recovered all or some of their nets, these being taken to the bottom by the sinkers. New ice formed quickly and the men resumed smelting with new nets. The total loss in nets in the New Mills to Charlo coast section was about \$5,000.

Lunenburg Board of Trade Recognizes Importance of Fishing Industry

By H. R. Arenburg

C. J. BURCHELL, of Halifax was the guest speaker at the Annual Dinner of the Lunenburg Board of Trade, held at Hotel Ich Dien, at which a large and representative gathering was present. Mr. Burchell, who visited China, Japan and Manchuria last Autumn, from first hand information, dealt with the various causes leading up to the present struggle between these Eastern peoples and which had created a situation which indirectly affects Canadian trade relations.

J. J. Kinley, President of the Board, presided, and in his introductory remarks said that the vital question at the moment was the continuance and success of our primary industry, fishing. In common with the rest of the world, Mr. Kinley stated, we were going through a serious period of depression and it required intelligent direction and strong leadership to overcome the present situation. Lunenburg, for fifty years has been known as a progressive community with an industry that was regarded as stable and sound. It brought wealth and a living not only to our fishermen but to the merchants and other tradesmen, and was the backbone supporting our whole social and industrial fabric. He pointed out that last year fishing was unprofitable, but this was true of almost every industry in the country.

In the toast to "The Fisheries" proposed by Mayor W. E. Knock, a brief resume of the fishing industry in Lunenburg was given.

W. H. Smith, President of Lunenburg Sea Products, Limited, in responding to the Fisheries toast stated that the salt fishing business to be really successful should be operated more than part time, as at present. In his estimation there is more competition in the fresh fish business than in the salt, and he advised the skippers and vessel owners to hold on to their salt fishing fleet.

The toast to the Industries was proposed by W. M. Simpson, manager of the Royal Bank of Canada and was responded to by Roy Whynacht, sales manager of the Lunenburg Foundry Co., Ltd., who has recently returned from a trip to the West Indies and gave a resume of his trip and the impressions he had received as regards trade extension on the part of the Maritimes with these southern islands. Other speakers were W. T. Powers, F. J. MacDonald and H. B. Petter of Youvil, England. Two handsome barometers were given as door prizes and were secured by Freeman G. Smith and Captain John Mosher.

Apply for Amendment to Workmen's Compensation Act

An application has been made to the Provincial Government through the Board of Trade to have the Workmen's Compensation Act so amended as to make it possible to operate the compensation fund as affecting the Lunenburg Fishing Fleet through a local mutual association. The rates charged the fleet during the past number of years have been greatly in excess of the amount required to finance the claims and it is felt that with local supervision compensation can be paid to the dependents of those fishermen who lose their lives or who become permanently disabled while engaged in the fishing industry at a much reduced amount. The matter will in all probability be dealt with at the present session of Parliament.

Date Set for Fisheries Exhibition

The date of the Nova Scotia Fisheries Exhibition and Fishermen's Reunion has been set for September 13 to 16 inclusive. This was decided at the annual meeting. Mayor W. E. Knock presided at the meeting and a representative gathering was in attendance. The reports indicated that the 1931 exhibition had been a decided success from every standpoint. The financial statement as presented by the Treasurer, C. J. Morrow, showed all accounts paid and a small surplus in the bank. Regulations for a reserve fund were placed before the meeting and the following trustees were appointed: Captain Henry C. Winters, W. H. Smith and W. M. Simpson. The officers elected for the year were: President, Mayor W. E. Knock; Vice-President, M. M. Gardner; Secretary, W. T. Powers; Treasurer, C. J. Morrow;



The new Saint John Pilot Boat being launched from the Smith & Rhuland shipyard at Lunenburg, N. S. She is 88 x 18 x 9 and was outfitted by the Lunenburg Foundry Co., Ltd.

Auditor, G. B. Fraser. Chairmen of Committees—Concessions, Mayor W. E. Knock; Advertising, H. R. Arenburg; Water Sports, Captain Angus Walters; Floats and Procession, H. D. MacIntosh; Refreshments, L. J. Hebb; Grounds and Decorations, R. Moyle Smith; Tickets, Samuel Maxner; Bands, M. M. Gardner; Exhibition, W. P. Potter; Finance, W. M. Simpson; Fireworks, H. R. Anderson; Police and Parking, Angus Walters.

Resolutions of Board of Trade

The Lunenburg Board of Trade at its regular March meeting instructed its Fisheries Committee to prepare a resolution in connection with the application for a bonus of \$2.00 per quintal on all salt fish produced by the Lunenburg County fishing fleet during the years 1931 and 1932, and also a resolution endorsing the request to the Dominion Government by the Canadian Fisheries Association asking that a substantial amount of money be spent on advertising in order to help increase the consumption of Canadian fish and that the resolution when prepared be forwarded to the proper Governmental authorities.

Lunenburg Applies for Bonus

A committee appointed by representative interests in the Lunenburg fishing industry, consisting of Mayor W. E. Knock, Henry C. Winters, Homer F. Zwicker and W. H. Smith, went to Ottawa for the purpose of interviewing the Federal Government in connection with an application for a bonus on the catch of fish landed during the 1931 season and the continuance of this bonus during the season of 1932.

Former Local Schooner Lost

The former Lunenburg fishing schooner *Mildred Adams*, was lost in the recent heavy gales which occurred in the North Atlantic. The *Mildred Adams* was built at Mahone Bay and Henry W. Adams was the managing owner. Some years ago she was sold to Newfoundland parties and Captain Ernest Collett was in command at the time of her loss.

"Cortecelli" Damaged in Gale

Motor vessel *Cortecelli* arrived from sea with her pilot house stove in and one of her crew slightly injured. The damage occurred during the gales which have been raging off the coast of Nova Scotia.

C. G. S. "Arleux" Being Overhauled

C. G. S. *Arleux* moved from the Foundry dock to the wharf of W. C. Smith & Co., Ltd., where she is completing her annual overhauling.

"Alsatian" Refloated

During a recent gale the schooner *Alsatian* dragged her anchor and went ashore near the breakwater at Battery Point. She was refloated by the tug *Mascotte* with little difficulty.

Capt. Wentzell

A well known and highly respected captain of the Lunenburg fishing fleet in the person of Naaman Wentzell, aged 55 years, passed away at Somerville, Mass., where the family have resided for the past few years. Captain Wentzell was one of the survivors of the ill fated schooner *Mayotte*, which was lost on passage to West Indies, some years ago. The crew were taken off by the *Lady Hawkins*, Captain Manning.

Canso, N. S.

To Have Two New Plants—Fishmeal and Lobster

By Cecil Boyd

THE Nova Scotia Seafoods, Inc., the New York firm formed for the manufacture of fishmeal and similar products at Canso, have secured the Robinson Glue Plant, and begun the work of getting the property ready for its new use. The Company at first endeavored to get the Marine Products plant on Durrell's Island, near the Northern entrance of the harbor, originally the old Dogfish Reduction Works, which had been idle for eight years or so, and on which the Town Council granted a remission of back taxes and other concessions in order to help the wheels of local industry to get moving again, but negotiations with the owners at Albany, N. Y., broke down, and the new company turned their attention to the Glue Factory, which had been idle during the past year. It used to be operated in connection with the Maritime Fish Corporation plant here. A contract has been made with Contractor S. Hagarty, of Monastery, N. S., for the construction of a wharf in connection with the plant, and special machinery for the manufacture of fishmeal is being ordered.

New Lobster Plant Ready

Alex J. MacIsaac, of Dunvegan, N. S., spent a week in Canso and Dover on business in connection with the new lobster canning factory at the latter place, of which Mr. MacIsaac will be manager during the coming season. He is a young man, 31 years of age, who has had 12 years experience in lobster factories, and was for six years manager of the canning firm of Cameron & MacIsaac, Inverness County. The new factory at Dover is the property of the Fishermen's Federation of that port, and was built by the members during the past year. They have installed a boiler and other new machinery and expect to be in shape to pack their own catches when the season opens on April 6th.

Lobster Season Opened April 6

Lobster fishermen all along this shore are very busy just now getting ready for the opening of the season, which this year began on April 6th, two weeks earlier than usual, a concession which was granted by the Department to assist the earning power of the shore fishermen during the present depression. Reports from all parts of this district indicate that there will be a big increase this year in the number of fishermen and the total amount of gear engaged in this branch of the local fishing industry.

Fishermen Hear Bruce McInerney

Bruce McInerney, of Richibucto, N. B., the new Secretary of the United Maritime Fishermen, succeeding Dr. Richard Hamer, of Halifax, N. S., paid a brief visit to Canso recently, to confer with Alfred Hanlon, President of the organization, and visit the Locals here. He made an excellent impression all round, and the fishermen feel that they have in the new appointee, one who understands the business side of the industry, as well as the producing end. Early in life, Mr. McInerney followed the fishing occupation, by this means earning the necessary funds to put himself through college. During the Great War, he served his country overseas for three years. For 14 years he was in the employ of R. O'Leary and Son, and O'Leary, Montgomery, Ltd., two of the largest fishery firms in Northern New Brunswick.

Urge Bonus on Fresh Fish

At a meeting of the Canso Board of Trade held last week, the question of a Government bonus on fresh fish production was brought up. Reference was made to newspaper reports, which stated that as a result of representations from Lunenburg, the big salt fish centre of the Maritimes, the Government was considering the bonusing of salt fish production, and it was felt that it would be well to remind the Ottawa authorities of the interests of the fresh fishermen. The discussion resulted in the appointment of a Committee consisting of the President of the Board of Trade, the Acting Secretary of that body and the President of the United Maritime Fishermen, to draft a telegram for despatch to Ottawa.

Yarmouth, N. S.

Lobstermen Want Extension of Lobster Season

By The Lurcher

NEVER in the history of the lobster fishing industry in Western and Southwestern Nova Scotia have the hundreds of fishermen, who annually engage in that calling, faced such terrific weather conditions, practically tying up all operations along those lines, as have prevailed since the season for the fishing of lobsters opened on March first. Owing to the Dominion Government allowing the emergency season of six weeks from December first to January 16th last, the powers at Ottawa curtailed the Spring season by two weeks in May which in many instances is the only period of the season in which the fishermen operate with a profit and manage to make a fair clean up for the season's work. Even should the weather, from now until the end of the season, be such that the men could fish every day they would even at that be far from the mark of being square at the close of the season. With those facts in view it is very probable that some effort will be made to induce the powers at Ottawa to extend the season and allow the fishermen the last two weeks in May at least.

Haul Up Spar of Submerged Wreck

George Landers and Everett Bain, of Sandford, Yarmouth County, when returning from their lobster traps on the afternoon of the 18th, sighted an object protruding from the sea which much resembled the spar of a submerged vessel. Changing the course of their boats they ran off to ascertain what the object may have been and found that it was apparently the fore or mainmast of a vessel. They made a line fast to it and endeavored to haul it up, but owing to the fact that it was held by wreckage they were quite unable to move it. Coming into Sandford, Landers and Bain reported their find and gave its position as three miles West by North of Sandford breakwater. The following day the revenue cutter *Ellsworth*, Capt. Frank Smith, was sent from Yarmouth to make further investigation, but owing to the sea being so rough he was unable to steam near enough to the object to ascertain just what may have been holding the spar. A day or so later the C.G. Steamship *Dollard* went to the scene and succeeded in hauling the spar on board, but failed to find any submerged hull in the vicinity. It is generally assumed that the spar was from Mayor Walker's schooner *Roseway*, which, a few weeks ago blew up, took fire and a few miles off these shores was abandoned by its crew while on the passage from Liverpool, Nova Scotia, where the craft had been fresh fishing, to Yarmouth.



Monel Metal sink fitted with Monel Metal pans for lobster packing. Fabricated by Booth Coulter Copper-smithing Co., Ltd., Montreal, Que., and installed in the Pt. du Chene lobster plant owned by Emile Paturel, of Shediac, N. B. Mr. Paturel operates also another plant at Pt. Sapin, Kent Co., N. B.

Mr. Boat Owner

The following are the list prices of Hyde
Turbine Type Propellers to which

25% DISCOUNT APPLIES

Prices F. O. B. Factory at Bath, Maine

Diameter	Two Blade	Three Blade	Extra Bored and Key Seated
8"	\$ 4.50	\$ 6.50	\$ 1.40
9"	4.75	7.25	1.40
10"	5.00	8.00	1.40
11"	5.50	8.50	1.50
12"	6.50	9.50	1.70
13"	7.50	10.00	1.80
14"	8.50	11.00	1.90
15"	9.50	12.00	2.20
16"	11.00	14.00	2.20
17"	11.50	15.00	2.50
18"	12.00	16.00	2.50
19"	14.50	19.50	2.75
20"	17.00	23.00	2.75
21"	18.50	27.50	3.10
22"	20.00	32.00	3.10
23"	22.00	35.50	3.50
24"	24.00	39.00	3.50
25"	27.00	42.50	4.00
26"	30.00	46.00	4.00
27"	34.00	51.50	4.60
28"	38.00	57.00	4.60
30"	46.50	62.00	5.10
32"	52.00	70.00	5.80
33"	56.00	75.00	7.00
34"	59.00	79.00	7.00
35"	62.50	83.50	8.00
36"	65.00	87.00	8.00
38"	80.00	104.00	9.40
40"	100.00	134.00	10.70
42"		144.00	13.50
44"		168.00	14.75
46"		200.00	16.00
48"		235.00	20.00
50"		255.00	26.00

While we have reduced our prices,
we have not changed our quality.
Only pure virgin metals—no scrap—
are used in Hyde Products. Our
guarantee is your protection. Insist
on a guarantee and you will

Insist on a HYDE

If there is no HYDE dealer in your locality,
or if you are unable to obtain what you re-
quire send your order direct to the factory.
It will receive prompt and careful attention.



A copy of our booklet "Propeller Efficiency" will
be mailed without charge. It illustrates
all of the Hyde products.

HYDE WINDLASS CO., Bath, Maine

A large stock of HYDE propellers and
HYDE products is carried by
C. E. ANDREWS, 143 Chambers Street
New York City - Telephone BARclay 7-1873



Frank C. Herrick, Boston Manager of the Columbian Rope
Co., a frequent visitor on the Boston Fish Pier.

On The Boston Fish Pier

First Alewives

FIVE barrels of alewives were received at Boston on
March 25 from the Vineyard, the first to arrive this
season. This is 16 days later than the first arrivals
last year.

Pier Receipts Largest of Year

Receipts of groundfish at the Fish Pier for the week of
March 20 were the largest of any week so far this year.
There were 144 arrivals for the week ending March 26, and
they brought in 5,747,150 pounds. In the same week of
1931, there were 5,675,100 pounds landed.

Tariff Board to Survey Fisheries

A general survey of the fishing industry will be under-
taken by the tariff commission, Representative Andrew an-
nounced on April 1st. It is believed that the survey will
give Congress valuable information for future action, par-
ticularly in regard to swordfish, fish oil and fish meal.

The survey will include a rather exhaustive analysis of
trade production and price statistics with respect to fish,
especially for those species where such statistics are not now
readily available. This general probe will be apart from
the hearing on mackerel and mackerel products to be held
by the Commission on the 19th, which looks towards a change
of tariff only on some or all of these products.

Dragger Brought Up Mass of Rigging

A grim reminder of a sea tragedy of long ago was brought
to the Fish Pier on March 30th by the *Ruth Lucille*. On her
deck was a tangled mass of steel rigging, which was hauled
up on her dragnet in the South Channel, evidently from some
old wreck that has reposed in the ocean for many years, for
it was rusted and corroded. There is no way of identifying
the ill-fated craft from which it came.

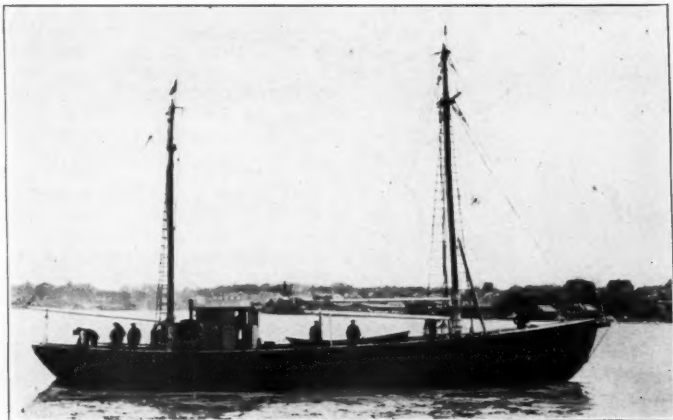
Trawler Grounds While Bound Out

While outward bound to the fishing grounds on March 29th
the Boston steam trawler *Fordham* ran ashore on the Middle
Ground below Governor's Island and remained hard and fast
until 4:30 A. M. the next morning, when she was pulled
afloat by the tugs *Powow*, *Eileen Ross* and *Joseph Ross*, and
towed to the Fish Pier. The trawler was taken to the At-
lantic Works of the Bethlehem Shipbuilding Corp., where
she was hauled out on the marine railway for examination
and to have the propeller cleared, as it had become en-
tangled with a wire cable.

Well Known Craft Goes to Her Doom

Old-timers at the Fish Pier heard on March 18th that the
former Provincetown fishing schooner *Mary C. Santos*, once a
frequent visitor here, in the days before the fleet was mo-
torized, was operating as a Dutch salvage craft and had met
her end at St. Croix, in the Virgin Islands. While trying
to salvage spars on a wrecked schooner, she dragged anchor
and drove ashore, to become a total loss.

WOLVERINE



"JENNIE and JULIA"

Capt. Paul Scola
Gloucester, Mass.

85 ft. x 18 ft. x 9 ft. draft

6 cylinder 150 H. P.

--"WOLVERINE-DIESEL"--

Engine

SPEED

10 knots or better

Write us for

Catalog No. 135 and Proposal

Wolverine Motor Works, Inc.

No. 1 Union Avenue

Bridgeport, Conn.

The Big Trips for March

Boston College, 613,500 pounds in four trips; *Newton*, 513,500 pounds in four trips; *Fordham*, 507,500 pounds in four trips; *Amherst*, 444,200 pounds in five trips; *Ebb*, 386,000 pounds in three trips; *Winthrop*, 375,700 pounds in three trips; *Georgetown*, 362,000 pounds in five trips; *Sea Hawk*, 355,500 pounds in five trips; *Mist*, 339,000 pounds in three trips; *Maine*, 321,500 pounds in four trips; *Shawmut*, 317,500 pounds in five trips; *Saturn*, 307,000 pounds in three trips; *Flow*, 300,000 pounds in two trips; *Gale*, 294,500 pounds in three trips; and the *Gemma*, 291,500 pounds in four trips.

Following are some of the largest individual trips: *Fordham*, 170,000 on the 18th, and 237,000 on the 28th; *Boston College*, 232,000 on the 21st, and 199,000 on the 30th; *Flow*, 190,000 on the 22nd; *Winthrop*, 135,500 on the 18th, and 190,000 on the 28th; *Amherst*, 189,000 on the 31st; *Ebb*, 185,000 on the 28th; *Saturn*, 158,000 on the 28th; *Tide*, 144,000 on the 29th; *Illinois*, 140,400 on the 28th; *Lark*, 138,500 on the 28th; *Gale*, 138,000 on the 29th; *Mist*, 129,000 on the 31st.

Leonard A. Treat

Leonard A. Treat, dean of Boston's wholesale salt fish business, died on March 8th. A few days before his graduation from High School, he accepted a position with an uncle who was engaged

in the fish business, and remained in that trade until his death, nearly 65 years. For many years he was located at the corner of State Street and Atlantic Avenue, Boston, and for the past 20 years he had been located in East Boston. He had served as President of the Boston Fish Bureau.

New England Radiobeacon Stations

New England has three of the 10 or so radiobeacons established last year for the further protection of shipping along the Atlantic and Gulf coasts. The total number of such lights along these shores is 44. New England radiobeacon stations established last year include the ones at Mount Desert Rock, Maine; Point Judith, R. I., and Block Island South-east, R. I.

Rip Fishing

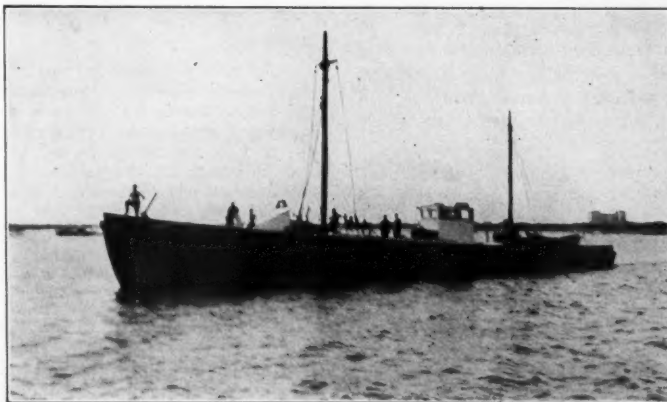
Capt. Stil Hibson is fitting out the *Teaser* for rip fishing.

Willard Batteries

The dragger *Helen M.*, of the O'Brien fleet, has recently added to her equipment 16 cells of K.T.W.S. 17-2 Willard batteries to furnish power for the fish hoist and lighting system.

Odd Looking Halibut

The schooner *Henrietta* at Boston from Middle Bank had in her haul, a halibut with unusual coloring. The underbody instead of being white, was a pronounced yellow of about the same hue as a fisherman's oilskins. The top was gray. This fish weighed 35 pounds.



The "Anna M.", a converted 110 ft. sub-chaser. Owner, Capt. Harry Mogck, Cape May, N. J., and Master, Capt. Herman Roberg. Powered with a 150 h.p. Wolverine-Diesel and has a speed of 13 miles.



TIED UP to have a Fathometer installed, get a new coat of paint and a general overhauling. The Frances C. Denehy, beam trawler. Equipped with 16-cell Exide-Ironclad. Owned by Fauci Oil Co.



THIS CHIEF puts his trust in Exide-Ironclads. Do you know him?

*No trouble
at all with
EXIDES*

said the Chief about 16-cell Exide aboard
"Frances C. Denehy." "Finest kind,"
echoed Capt. Morris Bonia

"THE 16-cell Ironclad we've got aboard here is about 3 years old and it's in first-class shape yet. We use it for lights and radio and now that we've just had this Fathometer put in it'll work that too," continued the Chief. "The battery is connected on the line at all times and recharges quickly. Gives us plenty of juice when we need it."

If you happen to know the Chief or the Master of the "Frances C. Denehy," then you know you can rely on their statements. Ask the Chief or Captain of any Exide-equipped boat what he thinks of them. If you do, the chances are you'll buy Exide-Ironclads when you buy batteries.

Write for booklet giving further details about Exides and their many uses on fishing craft. Better yet, talk to an Exide representative. There's one in every important coast and inland port. No obligation.

Exide
IRONCLAD
MARINE
BATTERIES

THE ELECTRIC STORAGE BATTERY COMPANY
Philadelphia

THE WORLD'S LARGEST MANUFACTURERS OF STORAGE
BATTERIES FOR EVERY PURPOSE
Exide Batteries of Canada, Limited, Toronto

Boat Builders, Engines and Supplies

MAINE

FREEPORT—John M. Jaynes built and recently launched a passenger and express boat for service to Bustin's Island, powered with an H.M. 298 Buda. Mr. Jaynes does boat repairing and marine engine work. He was chief engineer on the MacMillan Labrador expedition on the *Bowdoin*.

JONESPORT—William Frost is building a new boat for S. S. Wendell of Portsmouth, N. H., to be powered with a Buda H.M. 199, double ignition, electric starter.

Mr. Frost is also building a boat for William F. Briggs of Little Compton, R. I., and will install a Buda H.M. 260 with a clutch built into the fly-wheel for hauling.

MASSACHUSETTS

BOSTON—In addition to Buda installations mentioned elsewhere, Rapp-Huckins Co. Inc., 138-148 Beverly St., report the following sales: Charles Jackson, Pawtucket, R. I., H.M. 199 for pleasure boat; C. B. Tilden, North Scituate, Mass., H.M. 199 for fishing boat he has recently completed; Edward A. Colby, Lynn, Mass., H.M. 173, for pleasure boat; and Edward Ryder, Pocasset, Mass., H.M. 199, in a boat which he brought down from Nova Scotia.

J. Vincent Fiore, President of the Neptune Oil Co. and also President of the Fishermen's Supply Co. on T Wharf, carries fishermen's supplies, including Plymouth rope, Linen Thread products, Mustad hooks, and second-hand Fairbanks-Morse parts.

Van Blerck Marine Motors, Inc., is now a Division of the Gifford-Wood Co., established in 1814, and is operating under the name of Van Blerck Marine Motors, Inc.,—Division of Gifford-Wood Co. Manufacturing will be done at the Gifford-Wood Co. plant at Hudson, N. Y. Offices are maintained in the Graybar Building, 420 Lexington Ave., New York City with branch offices in Chicago and Boston. J. L. Trenholm who has been associated with Van Blerck for more than a decade is the distributor for the products of this new Van Blerck Marine Motors Co. in the six New England States with distribution and Sales Headquarters at 265 Atlantic Avenue, Boston.

J. L. Trenholm Company, recently appointed Boston distributors for Bridgeport Motors, report the following sales—Model 404, 65 h.p. Bridgeport motor to Paul Fritsch to be installed in the Charles River basin party boat, the *Elk*, for the coming 1932 season on the Charles. An improved Bridgeport "Pilot" model to the Independent Crabmeat Co., T Wharf, Boston, replacing a 1930 model "Pilot". The improved "Pilot" develops 10 more h.p. A pair of 300 h.p. Model "M" Van Blerck motors to Doctor Edgar G. Hubbel for his cruiser the *Hawk*. A Van Blerck "Midshipman" 4 cylinder opposed motor to the Herreshoff Mfg. Co., of Bristol, R. I., to be installed in a yacht tender. The addition of the heavy duty Bridgeport motors rounds out their line to cover a motor for every type of watercraft. Sales and expert service is offered on Monmouth, Red Wing, Farr, Bridgeport, Fay & Bowen "Rocket", Bromfield-Deutz Diesel and the Van Blerck Marine Motors, Inc., new creations the "Midshipman" and "Ensign" inboard and outboard 4 cycle opposed motors respectively.

Chas. C. Hutchinson Co., one of the oldest nautical instrument houses in Boston, have moved to their new quarters at 175 State Street. The business will be carried on with the customary promptness, and all kinds of nautical instruments will be sold and repaired, and they will carry charts, books and everything for the navigator.

The concern is now under the management of H. D. Oakes who has been with the Company over 10 years. He succeeds Mr. Hutchinson who died on January 30 at the age of 73. L. Barrett Davidson will represent the estate, which will carry on the same as it has for nearly a century with a full and complete line of nautical instruments of all kinds.

The Albert Winslow Co., is one of the oldest marine hardware and supply companies in Boston. The business was started in 1831 by Jos. Nickerson. George A. Mosher, President, assisted by his son Frederick, who is Vice-President, started as a clerk in 1897 and worked his way up.

The Company are distributors for Columbian Rope Co. and American Steel and Wire Rope Co. Besides dealing in wholesale and retail marine hardware and supplies, they manufac-



"IF THERE'S ANYTHING INSIDE A MAN
THE SEA WILL BRING IT OUT"

And it is exactly the same with a rope. Because we have been sending our rope to sea for ninety years, we know how to make it so that it will meet conditions instead of theories. Thus, though New Bedford Maritime Manila is a new rope, filling every modern requirement perfectly, we have been able to put into it, as well, everything that our product has meant to fishermen for nearly a century. • You buy more than modern rope in New Bedford Maritime Manila—you buy three generations of practical knowledge and reliability.

NEW BEDFORD CORDAGE CO.

ESTABLISHED 1842

GENERAL OFFICES, 233 BROADWAY, NEW YORK
BOSTON OFFICE, 10 HIGH ST. MILLS, NEW BEDFORD, MASS. CHICAGO OFFICE, 230 W. HURON ST.

ture a fine and complete line of second growth ash oars and paddles of all sizes.

George Amory is to start work on the mainsail for the *Joseph Warner*, and a riding sail for the *Dawn*, both to be made of Woodberry Duck.

COHASSET—Capt. Salvatore has installed a Buda H.M. 199 in his lobster boat.

EAST MILTON—The Star Compass Mfg. Co. are busy making all sizes of compasses for aviation and navigation.

ESSEX—Dr. Joel Goldthwaite's yacht *North Star* was equipped at Story's Yard with a 56 cell Exide Ironclad battery, full floating system.

GLOUCESTER—Capt. Wm. Lafond, fishermen's supply dealer, has recently added to his line of supplies the Albert Winslow Co.'s marine hardware, and Bibb trawl lines, seine and maitre cord.

KINGSTON—George Shiverick is building a trunk cabin cruiser for his own use, to be powered with two 35 h.p. Grays and equipped with Hyde propeller. He is to start soon on an order for several tenders.

NORTH PLYMOUTH—F. L. Cole, boat builder, has just launched a 23-foot fishing boat.

PLYMOUTH—Frank Jesse is building a 27-foot fishing boat for Capt. Eldredge of Chatham, to be powered with a 30 h.p. Red Wing. He is also building a 40 footer on speculation.

Elias Costa has installed a Buda H.M. 199 for lobster fishing.

PROVINCETOWN—Capt. Walter Adams, port captain of the Provincetown trap fishing fleet of the Atlantic Coast Fisheries stated that four of these vessels are powered with Bridgeport engines; one with a Lathrop and one with a 30 h.p. Murray & Tregurtha.

Frank Cabral, one of the owners of Rush Bros., wholesale and retail fish company, has two of his fishing boats powered with Chrysler engines; one 106 h.p. and one 150 h.p.

J. D. Adams, of Adams Garage, pointed out in the Provincetown fleet two 150 h.p. and six 106 h.p. Chrysler marine engines, which he says are giving a remarkable demonstration of service.



The "*Yeocomico*", built by L. P. Price Co., at Euark, Va., for Parks Bros., of Kinsale, Va. She is 65 ft. long; 20 ft. beam and will carry 100 tons. She is equipped with a 50 h.p. 3-cylinder heavy duty type Atlas engine installed by the Fleck Engineering & Sales Co. of Baltimore, Md.

NOVA SCOTIA

HALIFAX—O'Leary & Lee, Ltd., operate several canning plants, and are recognized as one of the largest packers and shippers of canned lobsters in Nova Scotia. G. S. Lee is President, and S. W. Lee, his son, is Vice-President. This company also does a large fishermen's supply business, and handles Columbian rope.

YARMOUTH—The E. K. Spinney Co. Ltd., are one of the largest wholesale and retail marine hardware and fishermen's supply companies in Nova Scotia. E. H. Spinney is President of the company, which was founded by his father, E. K. Spinney, nearly a century ago. The company are distributors of Columbian and Plymouth rope.

Netting for Every Fishing Use

Gold Medal Cotton Nets
A. N. & T. Coy Linen Nets



Manila Trawls—Flounder Drags
Gold Medal Seine Twine
Burnham's Tarred Lines
Nets, Seines, Traps and Webbing
Complete line of Fittings

*Stocks carried in Boston, Gloucester and
New York*

The Linen Thread Co.

BOSTON
575 Atlantic Ave.

GLoucester
105 Maplewood Ave.

BALTIMORE
Lomlard & Calvert Sts.

JACKSONVILLE, FLA.
24 East Bay St.

NEW YORK
200 Hudson St., 33 Fulton St.

SAN FRANCISCO
443 Mission St.

CHICAGO
154 W. Austin Ave.



Turtles being loaded on to one of the Thompson Fish Company's boats at Key West, Fla.

The Roamer in Florida

First I went down to the docks where I spied Capt. E. S. Root mending nets on his Net Track which is set a short distance from the shore and arranged so that fishermen can shove their fish boats between the tracks and take off their nets with but little work.

Next I went over to Walter Petersen's docks. Walter is well acquainted around Wildwood, N. J., and spoke of Martin Jensen, Mr. Aspenberg, the fish meal and products dealer, Mayor Reading and others, and said he had not been there for 18 years. Mr. Petersen is manager of the Walter Petersen Fish Co., which is one of the largest fish producing companies on the Atlantic coast, operating over 100 fishing boats of their own, with plants at Salerno, Palm Beach and Fort Pierce. They are wholesale dealers in all kinds of salt water fish specializing in Spanish mackerel and pompano.

As I was leaving, I met Capt. G. W. Wacker, who said he had been trying to buy the ATLANTIC FISHERMAN on the news stands but could not locate it, so I took care of him on that. He spends his Summers in the North and his Winters in the South, fishing for Spanish mackerel and kingfish.

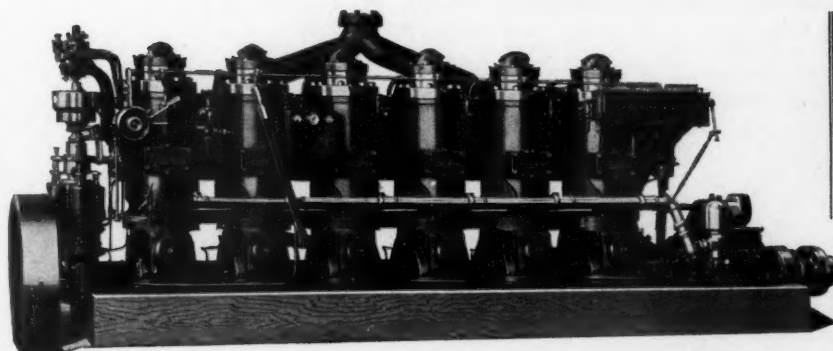
The average catch per boat is 1500 pounds of kingfish weighing from 6 to 25 lbs. These are caught 15 to 18 miles off shore. The Spanish mackerel weigh from 2 to 5 pounds and are caught only a short distance off shore. The price range to fishermen is 3 to 8c per pound.

My next stop was at the Fort Pierce Machine shop where they were busy on one of the Fishler shrimp boats which was on the ways for overhauling. The *Bremen* was waiting to be hauled out.

Capt. Jones and Uncle John were mending nets and were getting ready to start for the grounds in the morning. The shrimp nets are 60 ft. at wings and 100 ft. deep. They use 9 strand for wings and 30 strand for pocket. Each net costs about \$70. About 300 feet of heavy rope is used for trawling.

As some of the boats were fishing and as the big fleet had not arrived, some of the dealers did not report at their plants in the morning, but I did manage to see Mr. Fishler, Mr. Overstreet, Steve Anderson, S. Kloniris and Charles Bassetta.

The Florida Fisheries, Inc., are producers of fancy salt water fish, and was recently organized. They will have their main office at Miami. The company was organized by Lacey Vaughan, President, with C. D. Jenkins, Vice-President. Mr. Jenkins was manager of Capt. Tom's Fish Market at Miami and manager of the Seafood Fish Co. for two years. He is a former civil engineer. Mr. James, another partner, is a former newspaper man. Mr. Vaughan, the active head of the company, needs no introduction to the fishing industry, having served on the Convention Committee of the U. S. Fisheries Association, and on committees of the Southern Fisheries Association on marketing and distributing and



Kahlenberg

HEAVY DUTY OIL ENGINES

Airless injection. Two Cycle. Simple and well built with extra large crankshaft, sensitive vertical governor, and extra long, water-jacketed main bearings. Real flexibility. Direct reverse in five seconds. Two to six cylinders, 20 H.P. up.

ELIZA C. RIGGS
70 ft. Gloucester cod
fisherman. 100-120
H. P. KAHLENBERG



KAHLENBERG BROS. CO.

1709 Twelfth St., Two Rivers, Wis., U. S. A.

membership. The company will have three plants, at Fort Pierce, Naples and Miami, operating 48 fishing boats, shipping to the Middle West, the North and the South. Mr. Vaughan was partner in the Fish & Poultry Co. of Bradenton, Fla., and was connected with Barry & Wilson, of Fulton Market, New York, for two years.

The East Coast Shrimp Co. have plants at Fernandina and Fort Pierce, and operate five of their own boats, the *Leviathan*, powered with a 46 H.P. Wolverine; the *Majestic*, with a 45 H.P. Atlas; the *Bremen* with a 45 H.P. Kahlenberg, the *Olympic* with a 30 H.P. C-O Fairbanks-Morse, and the *Flower of Fernandina* with a 30 H.P. C-O Fairbanks-Morse.

R. Whyte Fish Co. operate several fishing boats, and wholesale and retail all kinds of seafood. Mr. Montgomery is manager.

W. E. Hine & Son are wholesale and retail dealers in all kinds of seafood.

In Fort Pierce I had the pleasure of meeting Geo. C. Seneca, of Jacksonville, salesman in this territory for The Linen Thread Co. Mr. Seneca was making one of his regular trips covering the entire state of Florida.

Here is a little something about the methods of fishing used in the South.

When trolling for mackerel and kingfish the boats used are 20 to 30 feet long, with two men to a boat. Four troll lines are used, each man tending two lines, one man being at the stern of the boat and the other midship. The man at midship has two 8 to 10 ft. poles extending out from the sides, with a draw line on each. In the early morning a spoon is used for bait, but later on in the day the spoon is replaced with bait taken from the stomachs of fish.

I left Fort Pierce at 5:30 A.M., arriving at Palm Beach at 7:30. The Hudgins Fish Co. is located here. From here I took a bus for Riviera which is about 5 miles out.

Riviera

I walked 1½ miles until I struck the first fish house. This was the Fishermen's Co-operative Corp. Errol Brown, book-keeper of the Association, is a former Boston and Gloucester man. There are about 75 fishermen here altogether. Many of their boats are powered with Palmer engines. The boats are termed sea skiffs and afford no protection to fishermen in bad weather, but as near as I can find out, they don't need any protection, as the weather is ideal for fishing.

W. G. Eldredge, of Kerrs Boat Yards, is of the well known family of sea captains from Chatham, Mass., and he has been in every country in the world on sailing vessels, and was in the Navy.

At J. J. Powers Fish house, Mr. Powers' brother showed me around.

I noticed that lots of crawfish, called Florida lobsters, are caught here, and the price is reasonable. The Spanish mackerel and pompano are a fine eating fish. Red Snapper are plentiful, and weigh from 6 to 15 pounds.

Among the fish companies in Riviera are the Independent Fish Co., U. S. Pinta & Sons, Riviera Fish Co., J. J. Powers Co., Riccou Fish Co.

The Riccou Fish Co. also operate several fish houses at Jensen, and wholesale all kinds of seafood.

Miami

At Miami I stopped in to see Frank Markle, Supt. of the City Yacht Docks. There are between 100 and 200 party and tourist boats here, and this fine fleet is valued from \$3000 to \$7000 for each boat. They are powered with Palmer, Lathrop, Gray, Hall-Scott and Red Wing engines. The boats all look spic and span, but fishing was very quiet as the season doesn't open until January 15.

Capt. Straham was in with a nice trip for this time of year. He is dealer for Lathrop engines and parts.



Improved
Red Fish Net Preservative
 Takes 50% reduction. No heating. Will not settle dry or hard while using. Adds life to your nets and is economical.

Copper Oleate
The World's Best
 Guaranteed 9-10% copper content. Uniform color and quality. WILL CUT WITHOUT HEATING. It's the best—Why buy anything else?

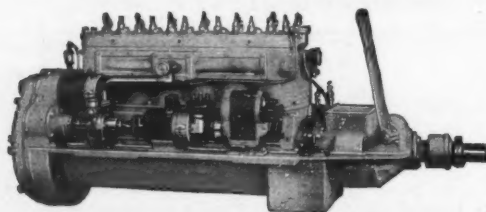
"Caw-Spar" Varnish (100% Bakelite)
 Scientifically made. Has no superior. No special thinner required. Durable, impenetrable. A trial will convince you.

Copper BEST Paint
 For boat bottoms and net stakes. Reputed the best for 78 years. Has no equal today.

Yacht Whites Deck Paints Marine Varnishes

Have you heard about "Toxicop" the new bottom paint with the six months' guarantee? Write for details.

C. A. Woolsey Paint & Color Co.
Jersey City, N. J.
Send today for your copy of our new tide calendar



Palmer Engines are free from vibration



There is a big difference between smooth sailing and just getting there . . . a difference in comfort and in maintenance expense. Palmer Engines are balanced, work with precision and are sturdily built. This is why Palmer Engines are silent and free from vibration. They range from 2 to 150 h. p. The Palmer-Ford Conversion sells for \$365 complete.

PALMER BROS. ENGINES, Inc.
 14 Water St., Cos Cob, Conn.

New York, N. Y.
 89 Third Avenue
 Baltimore, Md.
 514 E. Pratt Street
 Philadelphia, Pa.
 437 Arch Street
 Portland, Me.
 Portland Pier
 Biloxi, Miss.
 Kennedy Bros.

Boston, Mass.
 Rapp-Huckins Co.
 138 Beverly Street
 Seattle, Wash.
 Pacific Marine Supply Co.
 Portland and
 Astoria, Oregon
 Oregon Marine Supply Co.
 Vancouver, B. C.
 1100 Powell Street

Miami, Fla.
 B. E. Schubert
 1008 N. W. 8th St. Rd.
 Jacksonville, Fla.
 112 S. Ocean Street
 Tampa, Fla.
 Foot of Whiting Street
 San Francisco, Cal.
 Boardman & Flower
 1740 Van Ness Avenue



The "Capt. Tom's" of Miami, Fla., formerly used for deep sea fishing, and now a shrimper. She is 65 ft. long by 17 ft. beam and is powered with a 100 h.p. Fairbanks-Morse C.O. engine.

At the Atlantic Boat Yard they had just finished hauling out Capt. Thompson's boat. Capt. Thompson is a well known fishing master, formerly of Key West.

At the Seaboard Fish Co. Capt. McCarron was filling orders for the *Constitution* and steamship lines.

From here I went over to the Causeway to see Capt. Hutter and other captains there.

The Miami Fish & Cold Storage Co. is one of the largest wholesale producers on the coast. They operate a large fleet of boats and have been in business for 30 years. John G. Crosland is the president, and is assisted in the Miami office by Mrs. Crosland. J. G. Crosland, Jr. and Walter Crosland manage the Marathon plant. The company also has plants at Rock Harbor, Islesmorado and Ferry Landing.

I had the pleasure of meeting Harry Bell of Pass-a-Grille at the Seafood Fish Market. Mr. Bell is President of Harry H. Bell & Son, Inc., who were the first to go into the business of freezing fresh fillets in these parts. They started in 1929 and now have a capacity of 10,000 lbs. daily, operating seven large red snapper schooners. They ship two or three carloads a week the year round. They freeze mackerel, red snapper, sea bass, blues and trout. Besides operating their own boats, they have interests in many others. Green & Milan of Savannah, Ga., are distributors for this company's products.

Key West

Commercial fishing is carried on extensively, and lobsters and stone crabs are shipped to all parts of the United States. Crawfish caught down here are known as "Florida Keys Lobster" and so listed in the U. S. Bureau of Fisheries, document 962. The flesh has a delicate flavor, is pure white, tastes like the Northern lobster, and has a decided food value.

Sponges are gathered from the waters of the Keys; also the turtles for the famous Green Turtle Steaks.

Key West is a good sized fishing center and the fishermen here catch mackerel, kingfish and snappers.

Norberg Thompson was on a pleasure yachting trip, but Maitland Adams, general manager of the Thompson Fish Co., Inc., was in. He advised me that the Thompson Fish Co. operates 80 to 100 fishing boats, and has interests in others. They maintain a turtle canning plant, a pineapple canning plant and an ice plant with a capacity of 100 tons a day.

Turtle fishing is very interesting; turtles are taken in the waters of Nicaragua and Honduras by netting them, using 10 to 12 inch bar mesh, straight sets being 100 yards or more long. The Thompson Company uses several run boats bringing the turtles to Key West. These boats carry as many as 600 turtles on each trip, weighing from 150 lbs.



The "Julius Caesar", pride shrimp boat of the Felice Galino fleet of St. Augustine, Fla. She is 45 ft. long by 13½ ft. beam, and is powered with a 50 h.p. Bolinders Diesel.

to 500 lbs. each. Turtle steaks are used mostly locally and live turtles are shipped to New York. While waiting for shipment the turtles are kept in large tanks.

Female turtles lay 100 to 140 eggs twice a year, every other year. They dig a hole in the sand with their flippers and cover the eggs with sand and leave them there, letting nature and sun do the rest. The eggs of the turtle are small, being about the size of a silver dollar.

There are about 300 fishermen at Key West fishing for mackerel, kingfish and trout. The boats used are 30 to 34 feet long, and use 5 to 40 H.P. gas engines.

Another branch of the fishing industry here is shark fishing, using nets with 10 to 12 inch bar mesh; straight sets are used. The nets are hauled each day. Shark fishing is done 6 to 15 miles offshore, and shark are very plentiful. While now the shark is caught only for its hide, the oil could also be used for many purposes.

Sponge fishing is also carried on here, there being between 150 and 200 men engaged in the industry. There are several methods of sponge fishing including skulling, which uses three pronged hooks on a long pole and a water bucket with a glass bottom to locate the sponge. This requires two men in a dingy, one skulling and one locating the sponge and pronging the sponge as soon as he locates it.

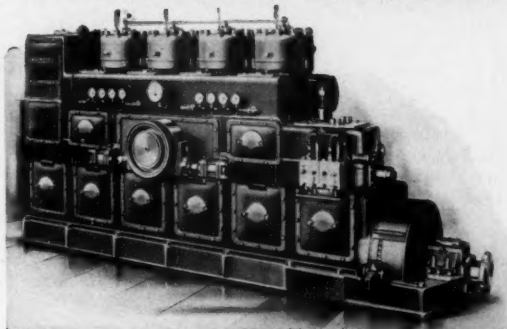
Another method of gathering sponges is in 2 to 10 feet of water. Some times four or six dingies are used, two being towed from stern, 2 from yard arms extending out from both sides at midship of the schooner. This method also uses the glass bottom bucket to locate the sponge, and when the fisherman locates one he releases a rope, throwing over a buoy with a cork on top and a lead on the bottom, to mark the spot. Then skulling back to buoy, he hooks the sponge from the rocks and skulls back to the boat waiting for him, then goes on looking for more sponges. The vessel jogs along about 4 miles an hour for this type of sponging. These boats use five to seven men, and their trips last from one to six weeks, sometimes going out 20 to 70 miles from Key West.

The sponges are left on deck for two days to dry, then they are water soaked again for a day before they are beaten to kill all animal life in them. On shore they are graded out. The three popular grades are Sheepswool, Yellow and Grass. Sponges are shipped to Northern and Western markets to be auctioned off to the highest bidder after being pressed in a machine into a 35 to 75 pound bale.

Chester Thompson gave me all the particulars about sponge fishing, and he is certainly well versed on the subject. He has a marine curio shop and is considered an authority on sea life. He has been with such authorities as the late Dr. Albert J. Mayo of Carnegie Institute, who claimed that there was more sea life in Dry Tortugas, a chain of islands 63 miles West of Key West, than anywhere else in the world.

Key West Fish Co., do a wholesale and retail fish business here under the management of Mr. Curry.

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Made in sizes up to 1000 B. H. P.

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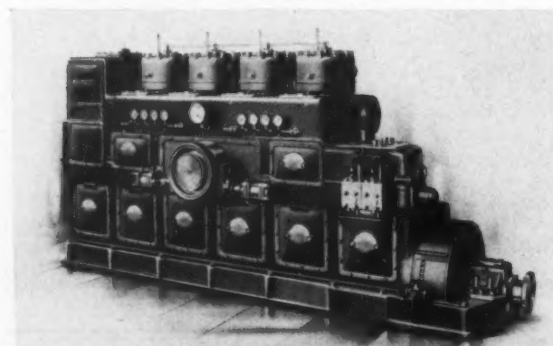
Bolinders New Full Diesel

BOLINDERS Company, manufacturers since 1893 of the well-known low pressure engine used in fishing boats and other craft throughout the world, have just announced a new full diesel engine. Over 1,000,000 BHP of Bolinders low pressure engines is in operation today and it is to be expected that a new engine design would have features upholding the Bolinders reputation.

The fuel consumption is rated at 0.38 lb. per BHP-hour. This shows remarkable economy in a diesel engine of the size of this machine. A novel scavenging system never attempted in such a small engine before is responsible for the low consumption.

The lubricating oil consumption of 1700 BHP-hours per gallon is also very attractive.

The new diesel is a two-cycle machine, employing solid fuel injection. Unlike former engines built by Bolinders it is equipped with a scavenge pump built into the forward end. This pump supplies the air to each cylinder through a manifold running the length of the engine. The totally enclosed flywheel is placed aft. Behind it is the Kingsbury type thrust bearing. A two-stage air compressor is located



Bolinders 4-cylinder 500 h.p. Diesel engine with single wheel control and scavenging pump.

at the extreme forward end. This compressor serves to charge the air starting tanks.

Force feed continuous lubrication is used. Passing through a filter, the lubricant is then pumped to the main and crank pin bearings, up through the connecting rods to the wrist pins, finally finding its way to the crank case sump, from where it is taken up by the pump and the action repeated. The cylinder walls are lubricated by separate lines.

Cylinder liners are used with a positive water jacket seal provided. Liners in a two-cycle engine of this size are not used in this country.

Pistons are oil-cooled. The cooling oil is carried to the piston head through a telescopic pipe. Another telescopic pipe conducts the hot oil away to a cooler located in the bilge. At no time is the cooling oil mixed with the lubricant, the two systems being entirely separate.

A very efficient scavenging system is used. Two sets of air inlet ports, one above the other, are located in the cylinder wall opposite the exhaust opening. The upper row, which is controlled by valves is slanted to direct the air blast upwards. Not only are the exhaust gases blown out very effectively but on the compression stroke, the upper air ports remain open after the piston has closed the exhaust opening, thus supercharging the cylinder. The low fuel consumption is due in part at least to this scavenging arrangement. This scheme has never been attempted on a machine this small before.

Fuel nozzles are without moving parts or springs of any kind to get out of adjustment. Yet the nozzles are drip-proof. The Bolinders injector has a spindle with spiral grooves that set the fuel whirling before it is forced through the single hole in the nozzle. Cleaning the injector is unnecessary since the single hole is 1/32" in diameter and will pass any waste matter reaching it in the fuel.

Fuel pumps are of the constant stroke type, one for each cylinder. The spill valves are controlled from the vertical centrifugal governor. The ahead and astern timing is accomplished by sliding the cam shaft, operating the pumps. A Servo compressed air motor is used for this purpose.

The cylinder head presents a design affording great strength. Cooling water is carried from the cylinder to the head through an external pipe. There are no water channels through the cylinder head gasket. All fittings, air starting valve, water connection, etc., are on a separate housing bolted to the cylinder head. The symmetrical contour of the head results in uniform heat stresses throughout.

The open type of combustion chamber is used, since it has been found to give the highest efficiency. No antechamber, heating device or punk holder are provided since under no conditions is it necessary to resort to such means to give this engine its initial start.

The smaller sizes of engines are equipped with reverse gear. The larger machines are direct reversible using compressed air.

A single control is used on the larger units. The engine is started, stopped, reversed and its speed regulated by a single hand wheel located on the side. The sliding cam shaft is operated from this hand wheel by the Servo motor mentioned above.

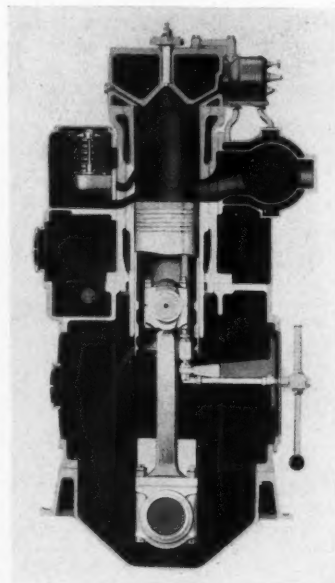
In starting, a slight initial turn of the wheel admits air to two cylinders. If these are on dead center position, however, a further turn of the wheel allows air to flow into the remaining cylinders and turns over the engine. Dead center position is an unusual occurrence and air is, therefore, conserved by the use of this method.

The efficiency of this maneuvering arrangement has been proven from actual tests. A boat in which a 400 BHP engine is installed was started, stopped and reversed continuously for two hours without requiring any additional air to that supplied by the compressor built into the engine. The speed of maneuvering was such that from full speed ahead to full speed astern required less than five seconds.

A complete set of indicators is located in plain view of the operator. A tachometer giving the RPM and the direction of rotation is placed immediately above the handwheel. To the left are the pressure gauges for lubricating oil, cooling oil, starting air and scavenging air. To the right are the pressure gauges for the various fuel lines to the injectors. Temperature readings can be made from thermometers located in the cylinder head jackets and also in the piston cooling oil outlets.

Following is data on a 4-cylinder engine similar to one installed in a tug boat which has attracted wide attention. This boat has been undergoing extensive and severe tests for over a year. Bore 13", Stroke 19", 400 BHP at 250 RPM, 450 BHP at 275 RPM, 500 BHP at 300 RPM, cranks at 90 degrees, length 18'4", width 4'3", height 7'11", weight 57,000 lbs.

Full details of this Bolinders Fisherman's Engine may be obtained from Bolinders Company, Inc., 33 Rector St., New York City.



Cross-section of Bolinders Diesel showing effective scavenging system.



The three Great Lakes type gill netters in which the Lafonds arrived in Gloucester in 1894.

The Lafonds Came from Wisconsin to Gloucester

CAPT. William Lafond of Gloucester, Mass., was one of the pioneers in gill netting on the North Atlantic coast. His father, Capt. John Lafond, came from Two Rivers, Wisconsin, on the Great Lakes, to Gloucester one year after Capt. John W. Atwood who had originated gill netting for groundfish in 1893.

The Lafonds had been very successful with this method of catching fish, and, with a few relatives and fishing friends, arrived in Gloucester in their own Great Lakes type gill netters the *Mary L.*, *Hugo* and *Senora*. The wharf at which they tied up is the location today of Capt. William Lafond's office and warehouse.

Capt. John Lafond installed his first Kahlenberg engine at Two Rivers in 1900, and the Lafonds have used Kahlenberg engines ever since. Capt. William Lafond purchased the *Eliza C. Riggs* in 1918, installing a 50 h.p. Kahlenberg and later replacing it with a 100 h.p. Kahlenberg heavy-duty oil engine.

Capt. William Lafond, besides being the Gloucester agent for Kahlenberg engines, is the Gloucester distributor for Fish Net & Twine Co. products.

His brother, Capt. Eugene Lafond, operates the *C. A. Meister* of Gloucester, equipped with a 75-90 h.p. Kahlenberg.



The "*Eliza C. Riggs*", built for Joshua Riggs and now owned by Capt. William Lafond of Gloucester. She is 51 ft. 2 ins. x 14 ft. 3 ins. x 6 ft. 6 ins. and has accommodations for 10 men. She is equipped with a 100-120 h.p. Kahlenberg engine; Fairbanks-Morse 7 h.p. hoisting engine, type Z, running a Crossley net lifter; Fairbanks-Morse generators; Columbian propeller; Plymouth cordage; Shipmate range; Foamite fire extinguishers.

ROPE QUALITY

THE QUALITY of cordage cannot properly be indicated by any illustration; and in common with certain other commodities and manufactured goods, rope is an article whose worth can be described in words only with much difficulty—and inadequately.

It is obvious that rope quality can be (and often is) misrepresented by the too-free use of generalities—so that dealers and consumers hardly know *what* to believe. They must depend largely on the reputation of manufacturer and distributor regarding the quality of cordage offered for sale.

The standing of this company for quality products is unexcelled; its high place in the industry is not based merely on a family experience of more than a century in rope manufacturing. The company has been a leader for many years in offering cordage of distinctively high grade, and backs up Whitlock Products as—

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HATHAWAY Flax Packed Stern Bearings

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1 3/4"	16.00
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2"	36.00
2 1/4"	52.00
2 1/2"	72.00
3"	125.00
3 1/2"	145.00

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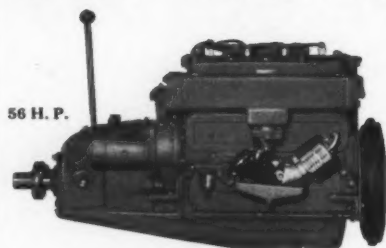
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Massachusetts

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49-101 H.P.
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64-112 H.P.

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The Buda Fisherman's Engine

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MARINE MOTORS, 5-150 H. P.

Large "Amco" Cable for Gloucester Craft

WHAT is believed to be the largest individual anchor cable ever placed on a Gloucester fishing vessel, was put on board the schooner *Joffre*, Capt. Simon Theriault, March 10, it being a part of the equipment used in fitting the craft for halibuting.

The cable, an AMCO product, made by the American Manufacturing Co., is a nine inch one, 400 fathoms long in one piece, and weighs 6,132 pounds. It was brought from Boston March 9 and required nearly twenty men to roll it on to the edge of the Davis Brothers' Wharf, where the *Joffre* was fitting out.

Old-timers who saw this heavy coil going on board the schooner expressed a wish that many of their own cables had been as long, so that there would be no "parting on the splice". The schooner *Joffre* is owned and operated by the O'Hara Bros. Co., of Boston, Mass.

Greek Names for Bath Iron Works' Patrol Boats

THE U. S. Coast Guard has searched into Greek mythology and borrowed from Homer a group of names suitable for description of the new fleet of seven identical 165-foot patrol boats now building at the shipyards of the Bath Iron Works Corporation, Bath, Maine.

The boats are designed for high speed, for sea-worthiness and for arduous service—a series of qualities borne in mind by the research expert who selected the seven chosen names.

Perhaps the customary application of feminine gender in speaking of boats forced the discard of Achilles and gave to his mother Thetis the honor of lending her name to the first of the seven vessels. Aurora, who arises from the ocean each morning and sheds light upon the world, was honored by the second of the fleet and Daphne, the nymph pursued by Apollo until her mother Earth turned the daughter into a laurel tree, lent a name to the third. Calypso, the nymph who rescued the shipwrecked Odysseus, is appropriately honored by the Coast Guard in naming the fourth vessel.

The remainder of the fleet is masculine in derivation, lead by Hermes, Son of Zeus, herald and messenger of the gods, bearer of the caduceus, protector of travellers and guardian of the roads. Perseus, another Son of Zeus and a very fine sailor who was cast adrift in a sea chest the day he was born, lends his name to one of the boats, and rightfully he is honored, for he made shore in spite of the handicap. The seventh boat is named Icarus, not so much for his altitude record, but more for his martyrdom. He fell into the sea and the body of water was thenceforth named in his honor, the Icarian Sea.

Five of the vessels have been launched and the entire fleet will be ready for service early in the spring.

New Boston Location for Fairbanks, Morse & Co.

ON April 1st Fairbanks, Morse & Co. moved their Boston quarters from 88 High St. to 178 Atlantic Ave., where they have leased the entire sixth floor of the "T-Wharf" Building, accommodating in one building their office, machine shop, scale shop and warehouse.

The new location is one block from the State St. Stations of the Elevated R. R. and the Subway, and is a terminus of the Bus-line to the Fish Pier, thus is readily accessible. Vessels may come alongside of the Wharf, on which the building stands, to secure supplies.

The building has a covered railroad siding, platform for auto trucks, and is but a short distance from steamship piers of vessels plying between this port and Nova Scotia, New York and other Atlantic Coast ports.

Monel Metal Propeller Shaft for "Clara C. Raye"

THE *Clara C. Raye*, oyster dredge, owned and operated by the Long Island Oyster Farms, and captained by Andrew McTaggart, is equipped with a Monel Metal propeller shaft, 5½ inches by 16 feet, 6 inches long.

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Use these pages to buy or sell any kind of Fishing Equipment. Rates: \$3.00 minimum; 75c per line. ATLANTIC FISHERMAN, Inc., Goffstown, N. H.

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33' x 10' x 4'4" Launch, 40 h.p. Lathrop, 2 years old. Starter and generator, boat completely electrified, all gear for swordfishing and dragging, 125 new lobster pots, lines, 400 buoys. Boat 7 years old, in A1 shape. Address: Box 5, ATLANTIC FISHERMAN, Goffstown, N. H.

FOR SALE

150 h.p. Fairbanks-Morse C-O engine with sailing clutch in A-1 condition. T. Ralph Foley, Gloucester.

FOR SALE

New boat, 50 feet long, square stern, good model. Address B. F. Warner, Kennebunkport, Me.

FOR SALE

Open boat 32 ft. long, 7 ft. wide. Gray engine, 30 H.P. Jonesport Model. Draft 3 ft. Price low. Address: Mrs. Richard C. Nunan, Cape Porpoise, Me.

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Boat and engine. One of the best outfits on Nova Scotia coast. 38 feet long; 9 feet wide; 34 inch draft. 15 foot cuddy. Will accommodate three men. Suitable for pleasure or fishing. Fitted with 25-50 Bridgeport engine, with hoisting gear attached. Speed, 11 knots per hour. Snapshot and information on request. Leslie G. Bain, R. R. 3, Yarmouth, Nova Scotia.

FOR SALE

Crosby sloop 31 ft. x 12 ft. x 3 ft., 30 h.p. Palmer 1931. Hathaway hoist for lobstering or could easily be rigged for dragger. Will sacrifice for half cost. O. H. Scott, R. F. D. Roton Ave., So. Norwalk, Conn.

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125 h.p. Model F Sterling, factory rebuilt and retested, still in factory crate, unpacked. \$1250. E. Meury, 70 Charles St., Jersey City, N. J.

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P. G. LAMSON, Publisher.

Sworn and subscribed to before me, this 31st day of March, 1932. MAURICE O. SMITH, Notary Public.

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Ten Years Ago This Month In The Atlantic Fisherman

ON Tuesday morning at 10:20, April 11, the *Henry Ford* was launched. She was christened by Miss Winnie Morrissey the skipper's daughter. Shortly after the launching she was stuck on the outer bar off Essex River entrance, and it was not until the 16th that she was freed from her dangerous position and brought to Rocky Neck. The *Henry Ford* was hoped to prove the fastest of the fleet.

In a drenching rain, hundreds of citizens watched Lunenburg's latest aspirant for honors in the International Fishermen's Race take the water at 8:18 on Tuesday morning, March 27. She was christened by Fred Mack, young son of the skipper, Capt. Emiel C. Mack, and was named *Mahaska*. Designed by George A. Rhuland of the firm of Smith & Rhuland, opinions were freely offered as to her chances of beating the *Bluenose*, which was then the favorite. The *Mahaska* was 131 ft. overall; 25.8 ft. beam and depth of hold 11.6 ft. The *Mahaska* had a sharper bow than the *Bluenose* and a wider stern.

Schooner *Gaspe*, of Gloucester, one of the largest and fastest of the Gorton-Pew vessels, went on a trip through the Caribbean waters after whales and to take motion pictures of their capture. Word was received during April from Haiti that the *Gaspe* had caught a 100 barrel whale, which would bring in about \$2,000. This was reported to be one of the largest whales ever captured in the Atlantic, and the stunt that would furnish movie fans with plenty of thrills was staged on the way over.

The first whale taken by the schooner *Athlete* since she put out from New Bedford in November, 1921 was expected to net the vessel more than \$10,000 which would atone in part for the earlier poor luck. The whale produced 50 barrels of oil and a 40 lb. lump of ambergris, reported to be of first quality and worth \$15 an ounce.

On February 20, a meeting composed of fishermen and other influential citizens was held at the office of Sen. Thompson of Rockland, Maine, and the Fisheries Protective Association of America was incorporated.

Many of the Gloucester fleet left for the Southern mackerel grounds, and although they left somewhat later than the season previous, nothing was lost, due to the heavy ice fields that were retarding and making dangerous ocean travel.

Only 16 schooners were known to contemplate entering the mackerel fishing, which was far below the average of other years.

The following boats cleared for the South: Schooners *Elmer E. Gray*, *Harmony*, *Catherine Burke*, *Fannie Belle*, *Melicia Enos*, *Anita* and *Bernice L.*, *Thelma*, *Good Luck*, *Arthur James*, *Stiletto*, *Zilpha*, *Hope Leslie*, *Harvard* and *Agnes*; sloops, *Marguerite McKenzie*, *Sarah*, *Laura Enos*, and steamers, *Helena* and *Mascot*.

Plans to "revolutionize the fishing industry on the Atlantic coast" by the introduction of the Danish seine net fishing system were announced by a company from North Sydney, N. S. This company's fleet of five vessels were fitted out for mackerel seining and kept in touch with a Canadian Government patrol boat by wireless.

The *Diana*, one of the sealing steamers, was crushed in the ice floes on March 29 and the crew was taken off by the *Saguna* and taken to St. John's, Newfoundland.

Cohasset Lobstermen's Association

KENNETH BOYLSTON, Secretary of the Cohasset Lobstermen's Association, states that his Association is wholeheartedly behind the bill in Congress to prohibit the importation of lobsters under 10½ inches long. Harry Patterson, proprietor of the Cohasset Lobster Shop, who is also a member of the Association, says that something must be done to preserve the industry, and advocates protecting the home industry by keeping out of the country imported lobsters under 10½ inches. Mr. Patterson states that the Cohasset Lobster Shop, Joe Ward of Scituate, and Sam Cahoon of Woods Hole, all lobster dealers, are now advertising that they handle native lobsters exclusively. Alonzo Pearson said that it was time the New England lobstermen got together on the question.

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